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BENNETT'S HANDBOOK

FOR TRAVELLERS IN

NORWAY

WITH THROUGH ROUTES TO SWEDEN AND DENMARK

THIRTY-FIRST EDITION · REVISED

WITH ROUTE MAP AND FOUR PLANS

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BENNETT'S TRAVEL BUREAU LTD.
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Glossary

OF THE PRINCIPAL NORWEGIAN TERMINALS AND PREFIXES.

Aas, hill.
Bakke, slope.
Berg, mountain.
Bod, booth.
Borg, castle.
Bro, bridge.
Brygge, quay.
Bræ, glacier.
Bygd, parish.
Bæk, brook.
Dal, valley.
Dam, pond.
Egg, peak.
Eide, isthmus.
Elv, river.
Fjeld, mountain.
Fjord, bay.
Fonn, glacier.
Foss, waterfall.
Fyr, light-house.
Gaard, farm.
Gjuv, precipice.
Hals, isthmus.
Haug, hillock.
Hav, sea.
Havn, port.
Hei, flat ridge.
Heim, home.
Hest, horse.
Horn, horn.
Hus, house.
Hytte, hut.
Høi, hill.
Indre, inner.
Jbst., station.
Jøkel, glacier.
Kamp, hill.
Kolle, hill.
Li, slope.
Lille, small.
Lund, grove.
Mo, heath.
Myr, marsh.
Nedre, lower.
Nes, Naze.
Nordre, north.
Nut, mountain.
Os, outlet.
Pigg, peak.
Port, gate.
Sanatorium, hydro.
Sjø, lake.
Skar, glen.
Skog, wood.
Søndre, south.
Stad, place.
Sti, path.
Store, large.
Strand, shore.
Strøm, stream.
Stue, log house.
Stul, booth.
Sund, ferry.
Sæter, chalet.
Tind, peak.
Udsigt, view.
Vand, lake.
Varde, cairn.
Vei, road.
Vestre, west.
Vik, bay.
Vold, mound.
Vær, fish'g sta'n.
Værk, works.
Ytre, outer.
Ø (Øi, Øy), island.
Øvre, upper.
Østre, east.

Thos. Bennett & Sons

By Special Appointment

are the proprietors and managing directors of BENNETT'S TRAVEL BUREAU, LIMITED, which was established in Norway seventy-five years ago. This firm is the pioneer of a thorough system of travelling in Norway. The founder of the firm, Mr. Bennett, was an Englishman who came over to the country and established himself at Oslo (Christiania) in 1850. Most British and American tourists, visiting Norway during the number of years that have elapsed since then, have availed themselves of the services of his firm in arranging their tours.

The firm has its own elaborated system of the use of Travelling Tickets and Hotel Coupons and thousands of tourists have expressed their appreciation of that system and declared it to be the best one they have used in travelling. The system has gradually developed, not only for purposes of travel in Norway, but also for tours on the Continent.

As the business of the Travel Bureau was constantly increasing, it became necessary to establish branch offices and agencies, and the firm now has a chain of connections in all the principal cities of Europe. The following is a list of the offices belonging directly to the firm and these are managed by men that have been specially trained under the supervision of Messrs. Thos. Bennett & Sons —

OSLO (Head Office) *35 Carl Johans Gade*	BERGEN *37 Torvalmenning*	TRONDHJEM *7 Dronningens Gade*
STAVANGER *4 Øvre Holmegade*	CHRISTIANSSAND S. *16 Vestre Strand Gade*	AALESUND *Apotekertorvet*
MOLDE *Hoved Gade*	CHRISTIANSUND N. *7 Vaageveien*	NARVIK *Dronningens Gade*
STOCKHOLM *Hamngatan 10*	COPENHAGEN *47 Raadhusplads*	AARHUS *6 Store Torv*
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MORE THAN 250 AGENCIES ALL OVER THE WORLD

To Travellers.

In issuing the 31st revised edition of our Handbook for Norway, we beg to point out that the information given is not only obtained from official sources, but is also derived from our many years' personal experience as residents in this country, and from our intimate acquaintance with the roads, hotels, and people. We shall, however, feel obliged if tourists would help us in our endeavour to make the book as accurate and practical as possible by furnishing us with notes of any alterations or additions they may think should be inserted in the next edition.

The various routes in the book are systematically arranged in three sections: (I) Eastern, Central and Southern Norway, (II) Western Norway, and (III) Northern Norway. Under Section I Oslo is supposed to be the starting point: Route 1 takes in Oslo and Environs; Route 2 goes southwards to Gothenburg and Copenhagen; Route 3 eastwards to Charlottenberg and Stockholm; Route 4 and 5 northwards, and so on as far as Route 17, which starts from Christianssand. Section II comprises Western Norway, the various routes starting from Stavanger and Bergen, and Section III is arranged in the same way as Section I, Trondhjem being the starting point, and the various routes being followed southward, eastward and northward. If this method of arranging the routes be carefully studied and followed, it will be quite easy to handle the book to advantage.

Although the most minute care has been observed in gathering reliable information and in compiling this book, the editors cannot undertake to be held responsible for any inaccuracies that may be found, and the advisability of comparing the times of departure of boats and trains with Rutebok for Norge (the official Time Tables) or Bennett's Time Tables for Scandinavia and the Continent is particularly urged upon travellers. To economize time, and to avoid the disappointment of missing a steamer at some connecting point, the traveller should, with the assistance of a Tourist Office, prepare an outline of his tour before starting.

BENNETT'S TRAVEL BUREAU, LTD.

NORWAY.

As the special purpose of this Handbook is to be a help to *travelling* in Norway, it has been thought advisable not to enlarge the book by dealing in more than a cursory manner with Statistics, History, Geography, etc., but to confine the contents of the pages to such general information, notes and hints as may be of *practical* use to a traveller.

If any one is desirous of learning more of the History, Government, Geography, Geology, Mineralogy, Climate, Botany, Zoology, Statistics, Language, Literature and Art of Norway, *Baedeker's Handbook for Norway* treats fully and accurately upon these subjects.

For travelling in Sweden the excellent Handbook with numerous maps, published by the Svenska Turistförening (Swedish Tourist Club), Stockholm, is recommended, together with *Sveriges Kommunikationer*, the official railway and steamer Time Tables for Sweden.

For travelling in Denmark Handbooks and information may be had from Den Danske Turistforening (the Danish Tourist Club), Copenhagen, and for particulars respecting Danish railways and steamer lines the official Time Tables, *Rejseliste for Kongeriget Danmark*, should be purchased.

Geography.

The Kingdom of Norway occupies the western and northern portions of the Scandinavian peninsula. It lies between 57° 58′ and 71° 11′ N. lat. and 4° 30′ and 31° 11′ long. E. of Greenwich. Its length from Lindesnes (the Naze) to Vardö in a straight line is 1,800 Kilometres,* and to the North Cape 1700 Km. The outer coast line from the mouth of the Oslo Fjord in the S. to the mouth of the Jacobs Elv (river) in the N. measures 2750 Km., and the length of the inner line, i. e., following the coast along the numerous Fjords that indent the mainland, is 17,000 Km. Its greatest width is 460 Km., from Utvær, outside the mouth of the Sognefjord, to the Faxe Fjeld (or mountain) on the Swedish frontier. It lessens considerably to the north, especially in Nordland, where in some places the width is but a few Kilometres (8 to 50), and then widens again, until in the northernmost territory of Finmarken the width is 260 Km.

The total area of the country is 322,986 square Km. (125,000 sq. m.), of which about one third is within the Polar Circle.

The land frontier of Norway is 2570 Km. in length, of which 1650 Km. border upon Sweden, and 920 Km. upon Finland (N. of Sweden). The country is bounded to the N.

* 1 Kilometre = 0.621 miles (about two thirds). 100 Kilometres = 62 m 243^1/$_3$ yds. 1 Eng. mile = 1.609 Kilometres.

by the Arctic Sea, to the N. W. by the Atlantic Ocean, to the S. W. by the North Sea, and to the S. by the Skaw.

Norway has, according to a treaty of February 9th, 1920, been awarded the supremacy of the archipelago of Spitzbergen. The area of these islands is about 70,000 square Km. (27,000 sq. m.); they were formerly «no man's land», but the Norwegians, who have for years carried on fishing and shooting at Spitzbergen, have now in Advent Bay a population of about 4,000 persons, who are employed in working the rich coal mines there. A wireless telegraph station has been erected by the Norwegian authorities, and in summer there is a regular steamer connection between the islands and Tromsø. Tourist steamers also visit the islands.

Norway consists of one huge mountain mass cut through in all directions by valleys, gorges, and passes, intersected again by lakes and rivers forming torrents, cataracts, and waterfalls innumerable, while the coast is indented by deep Fjords (Scotch Firth), which penetrate the land in many cases for a hundred miles and upwards. About 5 per cent. of the country is cultivated, 25 per cent. consists of forest and pasturage, and the remaining 70 per cent. is unfertile, of which 5 per cent. is covered by water and about 2½ per cent. by glaciers, the rest being rock and mountain.

The coast is surrounded by a Skjærgaard, i. e. a barrier of innumerable islands and rocks forming a natural breakwater between the sea and the mainland. The Skjærgaard extends along the whole coast line from the Oslo Fjord to the North Cape with but a few short breaks, making a perfectly smooth and navigable channel for even large steamers.

Fjords. These arms of the sea are especially numerous on the West Coast, and penetrating as they do many miles up the country in picturesque, smooth, navigable channels, are to travellers one of the special attractions of Norway.

The finest and most attractive Fjords are (commencing with the southernmost and going north) — the Oslo Fjord leading up to Oslo; the Ryfylke Fjords near Stavanger; the Hardanger Fjord immediately south of Bergen; the Sogne Fjord with its branches, the Nærø Fjord, Lyster Fjord and Fjærland Fjord, immediately north of Bergen; the Nordfjord, Geiranger Fjord, and Hjørund Fjord, south of Aalesund; the Romsdal Fjord between Molde and the Romsdal valley; the Trondhjem Fjord near Trondhjem; and the Lyngen Fjord, etc., north of Tromsø.

Rivers. Many of the rivers are of considerable length, especially in the east of Norway, but even the largest are

only navigable a very few kilometres upwards from the mouth, owing to the numerous waterfalls and torrents that impede the navigation. Those that flow through the great timber cutting districts in Eastern Norway are utilized for floating the logs down to the saw mills.

Lakes. The country teems with a number of lakes, large and small. Steamers ply on many of the larger ones, offering facilities for tourists to view the picturesque lake scenery.

Climate. Norway has a milder climate than any other country under the same latitude. Oslo lies in the same latitude as the south point of Greenland, but is nevertheless often in the middle of the summer one of the hottest cities in Europe. The mild climate of Norway is attributed to the Gulf Stream which touches the north coast. The sea, also, along the whole of the west coast (from the Naze in the S. to the Varangerfjord in the N.) never freezes except at the head of the fjords. The climate on the whole is a coast climate, with the exception of the inland parts of Eastern Norway. The coldest tracts are in the high, mountainous districts of the interior, in Østerdalen and Finmarken. The perpetual snow boundary lies at an altitude of 6000 feet in Telemarken (Gausta), 3500 to 4000 feet on the Folgefonn, 3500 to 4500 feet in the Jotunheim, and 4500 to 4750 feet on the Dovrefjeld. The interior of the country has a hot summer and a cold winter, the coast region a cool summer and a mild winter. The coldest month in the year is January, and the warmest July. The climate is on the whole very healthy, and the atmosphere pure and invigorating. Excellent physicians, surgeons, and dentists are found in Norway, and their fees are small compared with those charged in other countries.

The rain-fall is greatest on the coast, especially between Bergen and Aalesund. Bergen, in particular, has a bad reputation for rain, yet the weather there is frequently delightful in May, June and July. It is quite usual that when it rains in Eastern Norway the weather on the west coast is fine, and vice versa.

The population of Norway is 2,800,000, of which rather more than two thirds belong to the rural districts. This makes 7 people per square Km.

The most populous towns in Norway are Oslo (the capital), Bergen, Trondhjem, Stavanger, and Christianssand, and these are also the principal ports of arrival and departure for tourists. (See descriptions in respective Routes.)

The most important occupations of the people are Fish-

ing. Cattle-rearing, Agriculture, and Timber-Cutting.

The Shipping of Norway is, in proportion to the population, higher than that of any other country in the world. The aggregate tonnage in 1924 was 2,515,000 tons, of which 2,389,000 tons were carried by steamships and 126,000 tons by sailing vessels. During the war the country was deprived of one-third of its merchant fleet, or about 1,200,000 tons, and of nearly 1500 men.

History.

The early history of Norway is shrouded in darkness and rests entirely on tradition and archæological research. The art of writing was not then known. A form of hieroglyphics called Runer was invented, but these were only used for short inscriptions on Bauta (wooden or stone monuments), and not for narrating history. The events of history were handed down by word of mouth, from generation to generation. These verbal narratives were called Sagn (tales or legends) and are divided into two classes: Gudesagn (Tales of the gods)* and Heltesagn (Tales of Heroes)**.

Norway was for many centuries a Pagan land, and Odin, Thor, and numerous other gods were worshipped. Odin was believed to be the Father of the gods and the Supreme Ruler of the World. Thor, his son, was the next most powerful god, and is represented as waging a continual warfare with the Jotuns, the evil monsters dwelling in the mountain wilds, and when he drove across the heavens in his chariot drawn by two goats the rumble of the wheels was called thunder. Balder, also a son of Odin, was good and wise and beloved by all, but was killed through the treachery of Loke. Freia was the goddess of love.

Scandinavian mythology is on the whole full of interest, and those who wish to study the subject fully are referred to the books mentioned in the note at foot.

* The following books on Norse Mythology can be recommended: *Norse Mythology*, containing all the Myths of the Eddas, by Professor R. B. Anderson, S. C. Griggs & Co., Chicago; *Asgard and the Gods*, adopted from the work of Dr. W. Wagner by M. W. Macdonall, and edited by W. S. W. Anson, Swan Sonnenschein & Co., London; *The Younger Edda*, by Professor R. B. Andersson, S. C. Griggs & Co., Chicago; *The Heroes of Asgaard*, tales from Scandinavian Mythology; *Heimskringla*, Stories of the Kings of Norway, in 3 vols.; translated from Snorre Sturlassons Norges Konge Sagaer.

** *Viking Tales of the North*, translated from the Icelandic by Professor R. B. Anderson; and Tegner's Frithjof's Saga, translated by George Stephens, in one volume, S. C. Griggs & Co., Chicago; *Tegner's Frithjof's Saga* (only) with glossary, translated by Holcomb, Trübner & Co., London; *The Story of Frithjof*, by J. Henderson.

Of Hero Tales the most beautiful and popular is perhaps the versified Saga of Frithjof and Ingeborg, the scene of which is laid in the vicinity of Balholm on the Sognefjord. This Saga has been translated into English.

The Norwegians belong to the northern or Scandinavian division of the Germanic or Teutonic race. So far as can be traced with any absolute certainty, the earliest settlers arrived in Norway about 200 years before the Christian Era. The aborigines of the country were probably a few scattered Lapp families, who were driven northwards to their present confines in the Lappland by the influx of the forefathers of the modern Norwegians. The immigrating tribes formed small communities, and as these grew, the country became divided into small kingdoms which were engaged in continual warfare with one another. It was not until the year 872 A. D. that Harald Haarfager (Harald the Fair) succeeded after the final battle of Havrsfjord (near Stavanger) in subjugating all these petty kingdoms and proclaiming himself King over the whole of Norway. Harald governed the country well, but many of the most powerful nobles could not brook his rigorous sway and fled the country, settling down in the Orkney and Shetland Islands and Iceland.

Early in the century of Harald's reign commenced those farreaching V i k i n g expeditions, which made the «Northmen» famous and dreaded. The Viking period extended over nearly 300 years, and may be called the heroic age of Norwegian history.

Harald Haarfager died at the age of 83, and was laid in a burial mound on his estate Hauge, near Haugesund (south of Bergen). In 1872 (1000 years after the battle of Havrsfjord) an obelisk was erected on the site of this mound, the monument being of red granite, nearly 50 feet high, and encircled by 30 smaller obelisks. These can be distinctly seen from the deck of passing steamers.

Of succeeding Kings* may specially be mentioned Harald Haarfager's son, Haakon the Good (935—1035). Haakon was brought up in England at the Court of King Athelstane, and was the first to endeavour to establish Christianity in Norway, but it was not until the twelfth century that Paganism was finally eradicated.

Olav Tryggvasson, a son of Harald Haarfager's grandson, Tryggve Olavsson, is famous in the romance of Norwegian history. His successful Viking-raids upon England made

* For an interesting, concise History of the first Norwegian Kings, from Harald Haarfager to Haakon the Old (870 to 1350), readers are referred to the small work published by Chapman and Hall, London: *The early Kings of Norway,* by Thomas Carlyle.

him renowned, and the English King had to sue for peace. Olav spent a winter in England, where he embraced Christianity. In 995 he fought his way to the throne of Norway and by sword and blood strove to convert the country to Christianity, and fell fighting in the sea-battle off Svolder on the Pomeranian coast in the year 1000. He it was who founded the city of Nidaros, now Trondhjem.

During Olav's reign Leiv Erikson, whose father Erik røde (red), having to flee from Norway, had been driven across the seas to Greenland, visited Norway. Leiv having embraced Christianity was given a priest to return with him to Christianize Greenland. He was carried out of his course by severe storms, and eventually came to a strange land, which he called Vinland owing to the wild vine which grew there. This country was America, and the place where Leiv Erikson landed is said to be the present Chesapeake Bay. The Greenlanders afterwards made several attempts to conquer the country, but meeting with a determined resistance from the natives, they gave up the attempt, and it was thus left to Columbus three centuries later to rediscover America.*

In 1015 Olav Haraldssøn, also a descendant of Harald Haarfager, ascended the throne of Norway. He is more usually known as Olav the Holy. Olav was a zealous missionary and succeeded in passing a law, establishing the Christian faith throughout the kingdom. He, however, made many enemies through his extreme severity, and was eventually slain at the battle of Stiklestad (N. of Trondhjem) in 1030. His corpse was taken to Nidaros and buried on the banks of the river, but on being exhumed a year afterwards, it is said the body bore no traces of corruption, the face being as bright as in life, and the hair and nails having grown. The people now reproached themselves for having caused his death, and he was proclaimed a saint and his body placed in a silver shrine in Trondhjem Cathedral, to which pilgrimages were made from near and far, up to the time of the Reformation.

Olav Kyrre (1066–1093) was a peaceable monarch, and the country flourished during his reign. He founded the town of Bergen, which became the largest and richest mercantile city in the land.

Magnus Barfod (1093–1103) was a great warrior. He conquered the Isle of Man, the Shetlands, Orkneys, and Hebrides. He also invaded Ireland, but was surprised and slain after a gallant resistance. He carried a red shield with a golden lion, which is the origin of the Norwegian coat of arms.

* An interesting book upon this subject is *America not discovered by Columbus*, by Professor R. B. Anderson, Griggs & Co., Chicago.

Sigurd Jorsalafarer, i. e. voyager to Jerusalem (or crusader), is celebrated for his pilgrimage to Jerusalem and his many exploits on the voyage. He sailed in 1107 with a fleet of 60 ships, and was absent four years. He was received with great honour by Baldwin, King of Jerusalem, whom he joined in the siege of Sidon, and afterwards proceeded to Constantinople, where great homage was paid him, and thence overland to Norway. He died in 1130.

After the death of Sigurd Jorsalafarer followed 110 years of civil war and dissension. Kings were proclaimed by numerous rival fractions, and the period was one of incessant internecine strife. Foremost amongst these contending bodies may be mentioned the Birkebeiner, so called from their wearing sandals of birch bark. They elected Sverre Sigurdsson as King, and were powerful enough to establish his supremacy. He died after a prosperous reign in Bergen in 1202.

Haakon Haakonssøn, a nephew of Sverre Sigurdsson, ascended the throne in 1217. He reigned forty-six years and was known as Haakon the Old. He died in 1263 on an expedition to Scotland to establish his claim to the Hebrides. His supremacy had been acknowledged in Iceland.

In the reign of Haakon Haakonsson there lived in Iceland the celebrated historian Snorre Sturlasson, who wrote the Chronicles of the Norwegian Kings from the earliest times to the reign of Sverre Sigurdsson. This monarch's reign was chronicled by the abbot Karl under the King's supervision, and the chronicles of Haakon Haakonssøn were written by Snorre Sturlasson's nephew Sturla Tordsson. The Icelanders were diligent historians and what is known of the ancient history of Norway is due to their research. Snorre Sturlasson also wrote a book upon the mythology and traditions of the pagan Norsemen called the Edda.

Haakon Haakonsson was succeeded by his son Magnus Lagaboter (the improver of the laws) 1263–1280. During his reign the Hanseatic League established themselves in Bergen, crushing the commercial prosperity of the country.

With the death of Haakon V. in 1319 the male line of Harald Haarfager's descendants became extinct. Haakon's daughter, Ingebjorg, married the Swedish Duke Erik, and their son Magnus ascended the throne of Norway. During his reign another terrible blow befel Norway, the plague, called the Black Death, brought in 1349 by an English ship into Bergen, ravaging the country. Many districts were entirely depopulated and one third of the inhabitants of the country fell a prey to the disease.

Magnus's son Haakon married Margreta, a daughter of the

Danish King Valdemar Atterdag, and their son Olav ascended the throne of Denmark. Four years later (1380) he was also proclaimed King of Norway, which thus became united to Denmark, the two Kingdoms remaining united under one sceptre right up to 1814.

In this year the allied Powers, having defected Napoleon, compelled Denmark, for having sided with the Emperor, to cede Norway to Sweden (Treaty of Kiel, Jan. 14, 1814).

The Norwegians resented being transferred to Sweden without their consent, and resolved to declare their independence. A national diet was convoked at Eidsvoll on April 11, 1814, and a Constitution (Grundlov) was drawn up by it. The Swedes thereupon invaded Norway, but after a short struggle an armistice and convention were agreed to by the belligerents. Charles XIII of Sweden was elected King of Norway, and on November 4, 1814, he accepted the constitution as framed by the Norwegian diet. It comprised 112 articles, the first of which declares that — «Norway shall be a free, independent, indivisible, and inalienable State, united to Sweden under one King.» On the death of Charles XIII in 1818, Bernadotte ascended the throne of Norway as Charles John XIV. He was born in Pau in South France, and by his great abilities rose to the rank of Field Marshal under Napoleon the Great, who also created him Prince of Ponto Corvo (Italy).

On June 7, 1905, the union between the two countries was dissolved, and the rule of King Oscar II, of Sweden and Norway, ceased in the latter country. King Haakon VII, second son of Frederick VIII of Denmark, born August 3, 1872, accepted the Crown of Norway November 28, 1905, having married in 1896 H. R. H. Princess Maud (born November 26, 1869), daughter of King Edward VII of Great Britain and Ireland. Their only child, Crown Prince Olav, was born July 2, 1903.

Government.

Norway is governed by an hereditary, constitutional Monarchy. The home government of the country is exclusively in the hand of the Norwegian Storting or Parliament, which meets in Oslo. The King can veto a Bill, but if it passes through three successive Stortings, it becomes the law of the land without the royal sanction, except in cases affecting the Constitution. The law for the abolition of hereditary nobility was passed by the exercise of this right in 1821.

Army, Navy and Religion.

The Army. The Norwegian Army is formed by conscription, all able-bodied men being bound to serve for a period of 24 years on attaining 21 years of age. They are joined to the Line for twelve years, but are only called out for camp drill and instruction during four years. The first year drilling of the recruits of the Infantry, the Garrison Artillery, and the Medical Corps is carried out for 48 days, of the Mountain Artillery for 62 days, of the Engineers for 72 days, of the Field Artillery for 92 days, and of the Cavalry for 102 days. In the 1st, 2nd, 3rd and 7th year the army has 24 days drill, the Garrison Artillery also in the 4th year. The annual number of recruits is between 14,000 and 15,000. In case of war all able-bodied men up to the age of 55 are liable for service, the elder men for local defence only.

The Navy is constituted upon the same principle of conscription as the Army, but as a much smaller number of men is required for the Navy, about 800 only, taken from the seafaring population, are called out annually. The Fleet comprises four coast defence ships of about 4000 tons each, 3 destroyers, 28 torpedo boats, 2 gun boats, 10 mine layers, 8 submarines and several ships for special service. The principal ports are protected by coast batteries and submarine defences.

Religion. During the early centuries of Christianity Norway was a Roman Catholic country, but in 1536 the Reformation was introduced and gradually carried through. The established Church is now Episcopal Lutheran, to which the great majority of the population belong. The Roman Catholic Community now number no more than 3000.

Language, Literature, and Art.

With respect to the first, the long connexion with Danmark exercised a strong influence upon the Norwegian language. Danish gradually became the written language of the country, and later also the spoken language, but with a firmer accent, and without the guttural pronunciation of the Danes. The Old Norsk language, in which the S a g a s were written, died out during the decadence of the kingdom, and was gradually replaced by several dialects still spoken by the rural population. Some enthusiasts are endeavouring to induce the Government to take steps to revive the old Norwegian language. The attempt has given rise to considerable controversy, the majority of the educated classes deeming

it impracticable, and likely to bring about a confusion of tongues.

The Norwegians are a cultivated, intellectual people. The educational system stands in the foremost rank amongst the countries of Europe, and the National Schools for the people are marked by a high standard of attainment.

In 1811 the first Norwegian University was founded in Oslo and now numbers more than 1,000 students. Prior to this the University of Copenhagen was the Alma-Mater of Norwegian students by which arrangement much talent was often lost to the country. The University of Oslo has produced many noted men of science and art, among whom may be mentioned, the astronomer Hansteen (d. 1873), the mathematician Abel (d. 1829), the zoologist Sars (d. 1869), the historians P. A. Munch (d. 1863) and Keyser (d. 1864). Prominent amongst poets and writers stand Wergeland (d. 1845), Welhaven (d. 1873), and of those of the present day Bjørnstjerne Bjørnson (d. 1910), Henrik Ibsen (d. 1906), and Knut Hamsun, whose dramatic works are well known in Europe.*

In the art of Painting the country stands high, and many Norwegian artists have acquired European celebrity. Foremost among deceased painters were J. C. Dahl, Ad. Tidemand, G. F. Eckersberg, P. S. Arbo, H. F. Gude, Fritz Thaulow, Axel Ender, and Morten Müller. Of the many eminent living artists the following are a few: Erik Werenskjold, Hans Dahl, G. Munthe, Edward Munch, Eilif Pettersen, Chr. Krogh, etc.

Music. The most celebrated composers are Grieg, Kjerulf, Joh. Svendsen, Chr. Sinding, and Agathe Grøndahl. The Norwegian National Airs and popular Songs are charming and full of melody.

Norway as a Tourist Country.

Norway is rapidly becoming the most popular holiday resort in Europe. Nature has lavishly endowed the country with a rich store of wonders; its attractions are not only strikingly grand, but so varied and numerous as to make a tour in Norway a constant transformation scene. It is the Land of the Midnight Sun, the Land of the Fjord, Foss, and Fell, relieved by lovely valleys and fertile plains, whilst the graceful birch and hardy ash intermingle with fine forests of towering pine. It offers a field of attraction for

* Many of the works of Bjørnson and Ibsen, as well as of Jonas Lie (writer of fiction) and P. Chr. Asbjørnsen (folk lore and fairy tale writer) have been translated into English.

all, to the traveller for pleasure, to the archæologist, the geologist, the botanist, the angler, the sportsman, and the mountaineer. The endless pinewoods of east Norway give rest to the eye; along the southern coast one can enjoy the fertile vegetation of leafy trees. The silent and solemn nature of the mountains draws the pedestrian towards the heights where the eye looms over a world of stones, snow and ice, while the mountain peaks tower up as reminders of nature's revolutions in former periods of the earth. The fjords of the west coast, which cannot be surpassed by any in Europe, afford scenery which cannot but make lasting impressions, and he who travels along the coasts of Nordland and Finmarken in between the mountainous islands will, under the light of the Midnight Sun, feel himself carried into a light-beaming fairy world. The people are proverbially upright, courteous, and hospitable, and the accommodation and food throughout the country are all that can be wished for. In some cases the hotels vie with the best Continental establishments. The means of conveyance are numerous and comfortable, and the roads excellent, so that there is on the whole nothing to deter the most delicate person from visiting Norway. Indeed, to those wishing to re-establish their health, or requiring relaxation from work. the pure, invigorating highland air of a Norwegian summer would probably prove a most beneficial and pleasant medicine.

Routes to Norway.

The means of communication between England and Norway, and the Continent and Norway, are now so easy and numerous that even those who have only a fortnight at their disposal may enjoy a pleasant holiday in the country. The quick and well appointed steamers that cross the North Sea accomplish the passage in a day. From New York to Bergen and Oslo there are excellent direct passenger steamers taking about 9 days.

The following is a brief summary of the principal routes: for fuller particulars write to or call at one of Bennett's offices.

A. Steamer Routes from England.

Hull—Oslo (calling at Christianssand) by the Ellerman's Wilson Line every Friday at 7 p.m. from Albert Dock. Average sea passage 48 hours.

Newcastle-on-Tyne—Oslo by the Fred. Olsen Line of Norwegian Royal Mail Steamers, every Sat. afternoon. Average passage 48 hours.

Newcastle-on-Tyne—Bergen by the Bergenske Line every Tues., Thurs. and Sat. afternoon. Average passage 25 hours. Also every Thurs. afternoon via Stavanger and Haugesund. During the winter every Tues. and Sat., and Thurs. via Stavanger. Average passage to Stavanger 25 hours, thence to Bergen 10 hours.

Harwich—Esbjerg (Denmark) by the Steamers of the United Steamship Co. of Copenhagen, leaving Harwich (Parkeston Quay) and Esbjerg four times a week, and connecting in Harwich with the trains to and from London (Liverpool St. Station), and in Esbjerg with the trains to and from Copenhagen. Train journey, London -Harwich 1½ hrs., Esbjerg (Harbour)—Copenhagen 8 hrs. (thence to Oslo via Elsinore and Gothenburg) two trains a day, — 15 hrs. Average sea passage Harwich to Esbjerg 24 hrs.

B. Steamer Routes from America.

New York—Bergen (proceeding thence to Oslo) by the Norwegian-American Line every third week. Average passage 8½ day.

New York—Oslo (proceeding thence to Copenhagen) by the Scandinavian—American Line every ten days. Average passage 9 days.

New York—Gothenburg (whence rail to Oslo 7 hrs.) by the Swedish American Line every fortnight. Average passage 9 days.

Mexico and Cuba—Oslo by the Norway-Mexico Gulf Line, Ltd. Regular monthly service.

C. Steamer Routes from the Continent.

Antwerp—Oslo by the Fred. Olsen Line steamers every Saturday at 8 p.m. after arrival of the midday train from Paris. Average passage 60 hours.

Rotterdam—Bergen (calling at Stavanger and Haugesund) by the Bergenske Line every Sat. 1 p.m. Average passage to Stavanger, 36 hours, thence to Bergen 10 hours.

Hamburg—Oslo by the Søndenfjelds-Norske Line every Sat. at noon and from Kiel Sun. at 1 a.m. (in connection with trains from the Continent). Average passage 45 hours.

Hamburg—Bergen by the Bergenske-Nordenfjeldske Line („B. & N. Line") every Tues. afternoon calling at Stavanger and Haugesund, and every Sat. afternoon, calling at Christianssand and Stavanger. Average passage to Bergen 60 hrs.

Copenhagen—Oslo by the Forenede Dampskibs Selskabs Line twice a week. Average passage 18 hours. Also once a week via Frederikshavn.

Stettin—Copenhagen—Bergen—Trondhjem (calling at Aren-

dal, Christianssand, Stavanger, etc.) by the Forenede Dampskibs-Selskabs Line every fortnight.

Frederikshavn (Jutland, Denmark)—**Christianssand** Tues., Thurs., and Sat. at 10,45 a.m. Average passage 10 hours.

Gothenburg—Oslo via Marstrand, Lysekil, and Strømstad, by the "Svea" and "Bohuslänska Kusten" Lines of steamers several times a week.

Reykjavik—Bergen (calling at Vestmannøy and Thorshavn) by the Bergenske Line every fortnight. Average passage 108 hours.

D. Overland Routes.

(1) **London** (Liverpool Str. Sta.) **to Oslo** in abt. 64 hours via Harwich, Hook of Holland, Hamburg, Copenhagen, Elsinore, Helsingborg (or Sassnitz-Trelleborg) and Gothenburg.

(2) **London** (Victoria) **to Oslo** in abt. 51 hours by the Flushing Route and via Hamburg as per preceding route. Sea passage 5 hours.

(3) **London** (Victoria) **to Oslo** in abt. 70 hours via Dover—Ostende—Brussels—Cologne and Hamburg as per preceding route.

(4) **London** (Victoria) **to Oslo** in abt. 70 hours via Dover—Calais—Brussels—Cologne and Hamburg as per preceding route.

(5) **London** to **the Continent** via Newhaven and Dieppe for Paris etc.—Two Express services daily.

(6) **Paris** to **Oslo** in 45½ hours via Cologne, Hamburg, Copenhagen, Gothenburg.

(7) **Hamburg** to **Oslo** in 27 hours via Gjedser or Trelleborg.

(8) **Berlin** to **Oslo** in 25 hours via Gjedser or Trelleborg.

(9) **Copenhagen** to **Oslo** in 15 hours.

(10) **Stockholm** to **Oslo** in 13 hours.

(11) **Stockholm** to **Trondhjem** in 23 hours.

E. Pleasure Cruises.

In addition to the Steamer Routes given under Section A, the Bergenske S.S. Co., the Norwegian American Line, the Scandinavian American Line, the Royal Mail Line, the Orient Line, the Ellerman-Wilson Line, the Hamburg American Line, the North German Lloyd, the Stinnes Line, the Royal Holland Lloyd, and others arrange Pleasure Cruises by their well-appointed Yachting Steamers to the Fjords and principal Cities of Norway, and to the North Cape and Spitzbergen. Each trip occupies from 13 to 27 days, and the

inclusive fares for the round trip vary from 20 to 30 guineas. Descriptive pamphlets can be had on application.

Norwegian Time.

is the same as Middle European time, i. e., one hour in advance of Greenwich time. 12 noon at Greenwich is 1 p.m. in Norway.

Arrival in Norway.

Arrival	**in Oslo**	See	Route	1	for	description.
—	**in Bergen**	„	„	20	„	„
—	**in Trondhjem**	„	„	26	„	„
—	**in Stavanger**	„	„	18	„	„
—	**in Christianssand**	„	„	16	„	„

All the ports of arrival in Norway possess the advantage of requiring no docks, there being no marked ebb or flood tide. The steamers are, therefore, able to run right into the harbours and alongside the quays without detention, which makes the landing convenient and easy for passengers, particularly as the quays are situated a few minutes' walk of the hotels.

Customs. The luggage of passengers arriving by the steamers from abroad is generally examined on board, and of those arriving by train from Sweden on the platform of the Railway Station. If there be anything liable to duty, it must be sent into the Custom-House "Passager Expedition" for clearance. If there be nothing subject to duty, and the officer be told so, only a slight examination takes place; should there be anything on which duty must be paid, the trouble and delay are not very great. On the whole, travellers arriving in Norway will find less trouble and annoyance with the Custom-House than in most foreign countries. A separate box of provisions, must always be paid for; but it is quite unnecessary to bring them, unless bound upon shooting and fishing expeditions away from the high road. Very good hermetically preserved provisions, as well as English biscuits, hams, sausages, tongues, dried vegetables, Liebig's extract, jams and the like, may be procured in all the large towns. Spirits must not be brought in.

Passports are now required in Scandinavia, and by a law which came into force in 1901, hotel proprietors are obliged to keep a register of their visitors for inspection by the police. Travellers must enter in this book their name, profession, where they have come from (home address), and where they are going to. Passports must be vised by subjects

coming from the U. S., Germany, Austria, Czechoslovakia, and the Baltic States.

Commercial travellers must take out a police licence before they commence any business transactions in Norway. The cost of a licence is Kr. 100 for every 30 days, beginning with the day it is issued.

Porters. The steamers, as soon as they arrive, are beset by porters both authorized and unauthorized. The former have a badge with a number on it, and it is better to employ these. When the authorized porters are engaged, the luggage may be left with them to be brought to the hotel, but the man's number should be taken. Their charge is usually from 3—4 Kroner, according to the quantity of the luggage. Porters from the hotels generally await the arrivals of trains and steamers, and motor cars can be fetched or telephoned for.

Travelling-Tickets and Hotel-Coupons. To meet the demands of those travellers who prefer to be relieved of the trouble of paying their expences as they go on, Bennett's Travel Bureau have adopted the plan of issuing coupons, by which the traveller can be franked through on any route or routes he may like to select, and thereby also be enabled to calculate his exact expenses. Bennett's Travelling Tickets cover conveyance by all means of locomotion, and include guides, boats and horses for special excursions to point of interest en route. A special feature in the Travelling Tickets is the plan of Skyds (posting) tickets. Arrangements for acceptance of Bennett's Coupons have been made with every station on all the main roads. It is found from experience that these coupons prove a great boon to tourists, as much of the travelling in Norway has to be performed by driving. The repeated payment of the fare at every short stage, which is necessary when coupons are not taken, the difficulty foreigners have in understanding what the fare is, the trouble of carrying the large supply of small coin required for payment, together with other incidental inconveniences, are often a source of annoyance even to the experienced traveller in Norway.

The value is refunded for any unused Travelling Tickets (with some exceptions) so that should the traveller not carry out the whole of his intended trip, he does not lose much by having purchased tickets beforehand.

Bennett's Travel Bureau also issue Hotel Coupons, which are available at all the principal hotels and stations throughout the country. These coupons secure to travellers meals and the best accommodation available, and afford certain advantages to the holders. They can be

used at any hotel for which the traveller may have a preference, and any coupons he may have left are exchanged for their pro rata value.

Special pamphlets relative to Bennett's Ticket Coupons System and the conditions on which the Coupons are issued, may be had (post free) on application to Bennett's Tourist Offices.

Travellers' Letters, Telegrams, etc. Travellers will find it convenient to have their letters and newspapers (or telegrams) directed to the care of Bennett's Tourist Offices, whence they will be forwarded to any address given. As Bennett's Travel Bureau keep a copy of all Itineraries made out by them, they always know the traveller's whereabouts and can thus so regulate the forwarding of letters as to catch the traveller at the right places en route. This is safer and more expeditious than to attempt to fix upon addresses before leaving home, the postal service in the interior of Norway being often irregular, and taking a longer time than calculated. No charge is made for re-direction.

Telegrams will be opened and repeated by arrangement, and luggage will be stored or forwarded as desired.

Guides. A guide, called in Norwegian a Tolk (literally meaning „interpreter"), may be engaged for 20 to 25 Kroner a day, his employer defraying all travelling expenses. The employment of a guide is a luxury, not a necessity, when keeping to the main routes, for the country-people are now quite accustomed to deal with tourists, are always civil and honest, and have in many cases picked up a smattering of English, which is sufficient for ordinary purposes. For showing the way the man, who accompanies the traveller, is all that is needed.

On the other hand, a professional Tolk is no doubt useful in securing conveyances, engaging rooms, arranging for meals, paying bills, looking after the luggage, and executing the usual duties of a travelling servant. When the party is large, it is strongly recommended that a Tolk should be engaged, but he must be one who understands the finesse of procuring conveyances and rooms, which are the chief difficulties that a large party has to encounter. Good guides may be heard of at Bennett's Tourist Offices.

Tourist Clubs.

The Norwegian Tourist Club, Oslo, ought to be supported by travellers in Norway. The subscription is ten kroner a year for an annual subscriber, and five kroner for each additional person of the same family, or one hundred kroner

for a life subscriber. This sum entitles the donor to receive a copy of the Club's annual publication, which contains interesting contributions from Tourists, and accounts for the outlay of the subscriptions, etc. At Bennett's Tourist Offices a book is kept, in which any one may enter his name as subscriber. The subscriptions are expended in making paths to waterfalls, views, etc., (which would otherwise be inaccessible), in placing row-boats on lakes, appointing qualified guides, and in building mountain hostelries. Members of the Club can buy at Bennett's for Kr. 3.00 a badge, with which they can prove to the peasants at the huts and other places supported by the Tourist Club that they are members of the same, and this will secure them civility and precedence over non-members as to accommodation.

Local Tourist Clubs have been formed in several provincial towns for opening up the adjoining districts, and they also well deserve the support of tourists. The principal are the Bergen, the Stavanger, the Aalesund and Søndmøre, the Molde and Romsdal, the Trondhjem, the Drammen, the Skien, the Christianssand, the Arendal, the Flekkefjord, the Lillehammer and Gudbrandsdal, and the Nordfjord Clubs.

The Tourist Traffic Association, Oslo, is supported by the Government, and its main object is to make Norway known as a tourist country. It also mediates, when required, between the travellers and institutions as well as individuals, inquires into any complaints received, and attends to and seeks to remedy all deficiencies in arrangements affecting the travellers.

Useful Publications.

Bennett's Tourists' Route Map of Norway. This publication has no pretensions to be a detailed geographical map of the country. The special feature of the map is that all the Tourist Routes are very prominently marked, and every posting station is shown. As a map of the posting roads, railway lines, and steamer routes, it will be found useful to Tourists. Price 1 s. 6 d. on paper, 3 s. on linen, post free.

Bennett's Time Tables for Scandinavia & the Continent. These Tables are confined to those routes and places specially visited by Tourists. Price 1 s. 6 d., post free.

Useful Notes.

Description of a Carriole. The C a r r i o l e is the national vehicle of Norway, but is now seldom met with. It is a two-wheeled vehicle holding one person; the seat is placed well

in front of the axle-tree, and fixed by cross-trees to the shafts, which run the whole length of the carriole, the ends projecting behind the axletree where they are connected by a board. To this board the traveller's portmanteau is fastened, and the postboy sits on the top of it. Immediately outside and below the trough, close to the splashboard, pieces of iron are fixed whereon to rest the feet. By changing the position of the feet from the trough of the carriole to the irons outside, the legs do not feel cramped, even after a long drive.

Description of a Stolkjærre. The Stolkjærre (pronounced Stolekeeyer'ray, literally translated "chair-car"), is a conveyance commonly met with all over the country. The rustic Stolkjærre is a rough two-wheeled cart without springs, seating two persons besides the postboy, who stands behind. The body of the vehicle consists of a square box resting immediately upon the axletree; the shafts are thick and consequently not very elastic, but as a substitute for springs two wooden bars stretch obliquely upwards and backwards from the front of the vehicle to the centre and across the upper extremities of these perches a wooden chair or seat is fixed. In most of the tourist districts this conveyance is now much improved by the addition of ordinary carriage springs and good shafts which do away with the jolting. They are also generally provided with a leather apron, and a splash board.

Description of a Kaleschevogn. A Caleche (sometimes called landau) is a half-closed carriage the two back seats being intirely covered by a waterproof hood, which may be let down and raised at pleasure. A piece of tarpaulin can also be stretched across from the hood to the box seat, so as to form a complete roof over the carriage. The inside is comfortably fitted up with spring-cushioned backs, and lined and padded throughout. Four people can if necessary be seated inside, sitting vis-a-vis, two facing the horses and two with their backs to the animals. In addition to this number there is room for one person on the box seat by the side of the driver. In this way six people (including the driver) can be conveyed in a caleche carriage, but with so large a party there is very little room for luggage, the only available space being the baggage board at the back of the vehicle, which will not carry more than two ordinary portmanteaus, or two flat-lidded cabin trunks. To travel comfortably in a caleche carriage, without being cramped and overweighted, the number of persons should not exceed three, two sitting inside and one on the box seat by the side of the driver.

With a few exceptions on some short portions of road, caleche carriages are not kept at the stations in the interior of the country, but they may be hired through for any entire route, that is, from one end of a posting road to the other, in which case the same driver and the same horses go through the whole way. Notwithstanding that the horses are not changed, these through drives are performed in the same time as though ordinary posting conveyances were used from station to station. Automobiles are now generally used instead of Caleches.

Automobiles are now run on all the principal routes in Norway. They are convenient for those whose time is limited, but those who wish to enjoy the scenery and have the time at their disposal will find the carriole, stolkjærre or caleche to be preferred.

Posting. Conveyance on the high roads in the interior of the country is provided by a system of posting called S k y d s, pron. shyss (S k y d s s t a t i o n = posting station, S k y d s g u t = postboy). The stations, which are really farmhouses, lie usually about 9 miles apart from each other, and the owners are bound to provide travellers with food and accommodation. They are also obliged to supply the traveller with a horse and vehicle to the next station, a postboy accompanying the traveller from one station to the other. If the boy drives, he is answerable for any injury to the horse; if the traveller holds the reins, he becomes responsible. With reference to the treatment of the horse, see "Precautions to be observed when driving", below.

Prior to the war the posting through the country was well regulated. The increase in the price of horses and of vehicles, as well as of the wages to the postboys, and the competition with the automobiles have had the result that the business no longer pays, and many of the stationholders have, therefore, thrown up their contracts. The districts have still the duty of supplying travellers with horses and vehicles, but the system no longer works satisfactorily, and a thorough revision of the posting law must therefore undoubtedly be made.

At every station a Daybook is kept, in which travellers enter their names, the time of their arrival and departure, the name of the next station to which they are bound, how many horses they have hired, and any complaints of detention, extortion, or other misconduct. The book contains the posting regulations, and on the first page may be seen the distances to the next stations, the fares, and the number of horses to be kept at the station.

A strong pair of Carriole shafts may very easily be broken by putting the horse into a canter or a gallop, or by pulling it up suddenly either in descending a hill or on arriving at the foot of it, especially if the splash board be heavily laden.

The first part of a stage one should always drive slowly, and gradually the speed may be increased.

Always drive slowly up hills, and on long hills stop your horse occasionally to let it take breath. Do not urge on the horses at the commencement of a stage, nor drive faster than 10 Kilometres in 1½ hour. On hilly roads allow still more time.

The whip should be used with judgment and moderation, for the poor posthorses are frequently exhausted from downright overwork, and what is perhaps thought to be freshness and vigour is often merely the natural fiery mettle of the animal aroused by the crack of the whip, which inspires it for the moment to exert itself over and above its weary, jaded nature. Remember the adage: "Never drive a willing horse to death." Little Grey, the Pony of Nordfjord, translated from the Norwegian of Jonas Lie by the Honble. Mrs. Arbuthnott, gives a pathetic account of the sufferings of many a post horse.

See that the harness is not out of repair, and that the pegs by which the shafts are attached to the harness are securely fixed into the holes and tied down. Drivers are often careless in this respect, and a serious accident might occur if the pegs flew out. When saddle horses are used, see that the girths are strong.

The horses in Norway are started by the driver making a smacking sound with the mouth, similar to the sound of a cork being drawn from a bottle; this is made by compressing the lips, and then drawing them sharply apart with a smack.

The horses are stopped by a burring sound, made by joining the lips loosely together, and then blowing through them so as to make them vibrate.

It is contrary to courtesy and the rules of the road to attempt to drive past another conveyance without the consent of its driver. When meeting another vehicle, drive to the right; when overtaking, to the left.

Hint for ordering horses or rooms at a steamer stopping-place. If you wish to proceed with horses from a place where a steamer stops, it is always advisable to order them by post, telegram or telephone, if possible, as there is often a scarcity of horses owing to the number of passengers all arriving at once. This same advice is useful for procuring

rooms in hotels at steamer stations. Most of the stations and hotels on the principal Tourist Routes are now connected by telephone, by which means rooms and horses may be ordered in advance stage by stage as you leave one station for the next. It should be understood, however, that such order in no way entitles the traveller to have horses kept for him, if other travellers are present at the station and want the horses before the person who has sent the order arrives.

Prudence of giving orders politely. An old traveller says he invariably finds that his wishes, preceded by v æ r s a a s n i l (be so good) in a polite tone, are always attended to immediately, while he has seen others, calling out H e s t s t r a x (horse immediately) in an authoritative tone, served in a very different manner.

Reduction on board steamers for families. In some of the Norwegian steamers (now only along the coast) there is a diminution in price when two or more of a family travel together, that is to say, for a man and his wife, for parents and their children, but not for a brother and sister without their parents. A husband and wife go for 1½ fare, a father or mother and child for 1½, 2 parents and 1 child for 2¼, 4 for 3 fares; if a greater number, the fifth, sixth, and each above four, pays half fare.

The Liquor Law. In its strenuous efforts to diminish drunkenness, the Temperance Party has succeeded in moving the Norwegian Legislature to pass some very restrictive measures. To obviate the incitement to personal gain all spirit licences have been taken away and total prohibition of spirits enacted. All sorts of wine can be had from the "Vinmonopol" in the large cities and in many hotels.

In case of illness half a bottle of spirits may be had from the authorized chemists' shops, on producing a doctor's prescription.

Posts on the road side. Posts are continually seen on the road side with words on them, the meaning of which often puzzles foreigners. To satisfy the curious, it may be explained that the roads are —or ought to be—kept in order by the landed proprietors. The parishes are divided into districts called Roder (wards), which are numbered. Every farm has a number in the parish register called Løbe (running); to that when one sees "Holtet — Rode No. 4 — Løbe-No. 16 — 100 Alen" (or Metre), it means that the farm called Holtet belongs to the ward No. 4, stands in the books of the parish register as No. 16, and has to keep in order 100 Alen (200 feet) or 100 Metres (300 feet) of the road, which is the distance to the next post.

Equipment.

Dress. As various degrees of temperature are frequently passed through during the same day — hot in the valley, sharp and cold on the top of the Fjeld — it is necessary to be provided with clothing which is both light and warm. Extra wraps are very essential on board steamers, especially on the North Cape and Spitzbergen voyage. A rug of thick plaid is useful as a cushion when driving, and for an extra blanket at night.

For gentlemen the tweed suit is well adapted for the climate, if stout and strong and supplemented by a mackintosh, a dust coat, and warm overcoat; stout shoes should be worn and good warm woollen gloves.

For ladies the travelling dress should be of a strong, light wollen fabric, with a dust cloak, waterproof cloak large enough to cover the dress entirely, and waterproof hood or hat cover, together with additional wraps, in the shape of a wadded jacket and a warm cloak, but garments that confine the arms should be avoided.

Ladies' gloves should have gauntlets to protect the wrists from mosquitoes; and both ladies and gentlemen will find a mosquito veil a very valuable article when fishing.

Luggage. This should be confined within the narrowest compass possible, though any surplus can always be left at the hotel or Tourist Offices, until the travellers return from their trip in the interior, or be forwarded to await their arrival at any point desired. A carriole will carry a portmanteau, a handbag, a bundle of rugs, and a small provision box, more too if necessary, but any greater weight impedes the progress, and on hilly roads adds to the posting fare.

The dimensions of a box or portmanteau should not exceed 40 inches in length, 24 in breadth, and 24 in height, outside.

The weight of baggage allowed is as follows:

In a Carriole 35 Kilograms (about 75 lbs. Engl.) of baggage may be carried free; in a Stolkjærre (a two-wheeled cart) the same quantity, whether one or two persons are conveyed.

In a Trille or any light, open, four-wheeled vehicle drawn by two horses, or in a Kaleschvogn (a half closed carriage drawn by 2 horses), 75 Kilograms (about 165 lbs. Engl.) may be taken, whether two or three persons are conveyed. If fewer persons and more luggage, or less luggage and more persons are to be conveyed, then one adult is reckoned as equal to 70 Kg. (145 lbs.) of luggage, and a child (from 3 to 14 years of age) as 40 Kg. (85 lbs.).

When a conveyance is hired exclusively for luggage 100

Kg. (220 lbs.) are allowed to one horse and 225 Kg. (495 lbs.) to a pair.

In a motor car 15 Kg. (35 lbs.) of baggage is allowed free.

When riding on horseback up to 15 Kg. (35 lbs.) of baggage is allowed, and a horse with panniers for baggage only can carry up to 75 Kg. (165 lbs.).

Although the law thus fixes the weight of luggage, yet unless the traveller has imprudently encumbered himself with a very undue quantity, and attempts to overload the horse or vehicle, no question as to the exact weight is generally raised.

The Norwegian Currency

is based upon the decimal system, and consists of Øre and Kroner, 100 Øre being equal to 1 Krone. All three Scandinavian Kingdoms, Norway, Sweden, and Denmark now have the same currency, but as the rate of exchange is different in the three countries the coins of one country will now no longer pass in the others. The Krone notes are for 5, 10, 50, 100, 500, and 1000 Kroner.

No notes except Norwegian should be taken into the country districts, and it is well not to carry larger notes than those of 50 Kroner. There is no gold in circulation, and as matter of fact notes are preferred in the country.

The coins are as follow:

The 20 Kroner, a cold coin, a little larger than a sovereign.

The 10 Kroner, a gold coin, rather smaller in circumference than a half sovereign, but thicker.

The 2 Kroner (silver), about the same size as a half-crown.

The 1 Krone (silver) — rather larger than a shilling.

The 50 Øre (silver), in size between a sixpence and a shilling.

The 25 Øre (silver), larger and thicker than a fourpenny-piece.

The 10 Øre (silver), about the size of a threepenny-piece, but thicker. Bronze coins of 5, 2, and 1 Øre.

An assortment of Smaapenge (small coins) should be taken, as in country districts the people are often short of change.

British and American Bank Notes, Circular Notes, and Letters of Credit are readily exchanged in the towns.

Weights and Measures.

New weights and measures, based upon the decimal system, were adopted on January 1, 1880.

Measure of Length. The unit or determinate quantity of the new measure is the Metre, (which is divided into 10 Decimetres,* 100 Centimetres, and 1000 Millimetres), equal to about 3¼ English feet (3 ft. 3.371 in.). 1,000 Metres are called a Kilometre, constituting $^1/_{11}$th of the old Norwegian Mile or about $^2/_3$rds (0.621) of an English mile. One English mile is equal to 1.609 Km. One Norwegian nautical or geogr. mile is equal to 7.42 Kilom. or 4 Engl. geogr. miles.

Table converting Kilometres into English Miles.

Km.	Miles.	Km.	Miles.	Km.	Miles.	Km.	Miles.
1.	0·6215	11.	6·8365	25.	15·5375	75.	46·6125
2.	1·2430	12.	7·4580	30.	18·6450	80.	49·7200
3.	1·8645	13.	8·0795	35.	21·7525	85.	52·8275
4.	2·4860	14.	8·7010	40.	24·8600	90.	55·9350
5.	3·1075	15.	9·3225	45.	27·9675	95.	59·0425
6.	3·7290	16.	9·9440	50.	31·0750	100.	62·1500
7.	4·3505	17.	10·5655	55.	34·1825	150.	93·2250
8.	4·9720	18.	11·1870	60.	37·2900	200.	124·3000
9.	5·5935	19.	11·8085	65.	40·3975	250.	155·3750
10.	6·2150	20.	12·4300	70.	43·5050	300.	186·4500

Surface Measure. The unit of this measure is the Ar = 100 square metres. 100 Ar are called a Hektar which is equal to 2.471 Engl. acres (roughly 2½ acres). One acre is equal to 0.405 Hektar. One sq. Kilometre is equal to 0.386 Engl. sq. miles, one Engl. sq. mile is equal to 2.592 sq. Kilometres.

Liquid Measure. The unit of the new measure is the Litre, which is divided into 10 Decilitres, and 100 Centilitres, equal to 1.760 Engl. pints (rougly $1^3/_4$). 100 Litres are called a Hektolitre = 22.009 Engl. gallons.

Dry Measure. 1 Hektolitre (100 litres) = 2.751 bushels. 100 Hektolitres = 275.100 bushels.

Weight. The unit of the new measure is the Kilogram, which is divided into 10 Hektograms, and 1000 Grams; the Gram into 10 Decigrams, 100 Centigrams, 1000 Milligrams. 1 Kilogram is equal to about 2¼ lbs. English (2.204). 1000 Kilograms are called a Ton.

* 1 Decimetre or 10 Centimetres is roughly 4 Engl. inches (3·93708). 1 Centimetre is 0·39371 inch (roughly $^5/_{12}$th of an inch).

Scenery.

Although repeated visits are necessary to see Norway thoroughly, much can be done even in a week, whilst a fortnight or three weeks in the country will enable the traveller to visit the majority of the most notable view-points.

The finest scenery is to be found on the Railway between Oslo and Bergen and between Oslo and Trondhjem (the Dovrebane); on the Valdres and Filefjeld road; on the Telemarken—Haukelid Fjeld road; in the Hardanger and Sogn districts; in the Romsdal; on the overland route between the Sognefjord and Molde, particularly in the Hjørund Fjord; the Geiranger Fjord and Nordfjord districts; the "Sørlandet"; and between Stavanger and Odda on the Hardanger Fjord. These points are all on the beaten tourist track, but there are numerous other beautiful nooks and corners in the country for those who will go out of their way to find them, and will put up with rougher food, accommodation, and conveyance. The journey from Oslo to Bergen direct, through Valdres and over the File Fjeld, occupies 3 or 4 days, or via Lake Bandak and the Haukelid Fjeld 4 days; if at the same time the Hardanger and Sogne Fjords are visited, 4 or 5 days more should be added. From Oslo to the Romsdal 1—2 days, Romsdal to Molde 1 day. Molde overland to the Sogne Fjord and Bergen 5—7 days. From Stavanger through Suldal and Bratlandsdal to Odda, 2½ days.

Numerous beautiful excursions, for 2—4 days, may be made from Oslo, Bergen and Trondhjem, particulars of which will be found in Bennett's Travel in Norway, for which travellers are advised to apply (sent post free).

The voyage from Bergen to the North Cape and back, by the special tourist steamers, occupies 14 days. An excursion from Trondhjem as far as the Lofoten Islands, taking from 4 to 7 days, can also be strongly recommended.

Roads and Bicycling.

The main roads, which rise about 1 in 20, are excellent, showing admirable engineering skill, and are well adapted for bicycling, notwithstanding the high altitudes to which they frequently rise.

Bicyclists are recommended to take the Filefjeld Bergen route or the Gudbrandsdal—Romsdal route, and to start from Oslo. Bicycles brought by travellers for their own use are admitted free of duty, if the owner can produce a card showing he is a member of The International Touring Club

for Cyclists. Otherwise the duty (about £ 2) must be deposited with the customs until the traveller leaves the country again, when repayment of the amount can be claimed.

According to the last statistics the country has 13,777 Kilometres high roads, and 21,410 Km. parish roads, together 35,187 Km. Of bridle paths there were 1718 Km.

The length of railroads are at present 3456 Km., of which 2374 Km. are broad gauge, and 1082 Km. narrow gauge, but the latter are gradually altered. The majority of the Railways are owned by the State.

Season for Travelling.

The season may be said to commence in the beginning of June, and last until the middle of September. After this date the weather becomes unsettled, the days short, and the evenings chilly.

Sometimes when the winter breaks up a little earlier than usual, and the fall of snow has been small, the roads may be passable towards the end of May, but this does not apply to the mountain districts, or the more exposed roads, such as the plateau of the Haukelid road and the Stryn—Grotlid road, which can as a rule not be travelled over until the middle of June. The Jotun Mountains should not be visited before the first week in July, nor after the end of August.

On the other hand, the Bergen district and the Fjords on the S.W. coast may often be visited as early as the beginning of May, but as the fast-running steamers in the Fjords do not begin before June, a tourist cannot make much progress in May. The earlier spring on the West Coast is due to the mild winter and temperate climate, attributable again to the influence of the Gulf Stream, which touches the Norwegian west coast.

Winter Season. During the months of January, February, March, and part of April, the winter pastimes of Norway are at their height. Skating, tobogganing, ski-ing and sleighing afford healthy and pleasant recreation. In addition to the well-known hotels at Holmenkollen near Oslo, Konnerudkollen near Drammen, Fjeldsæter near Trondhjem, and Polkesjø in Telemarken, the number of hotels and boarding houses which are to be found in Gudbrandsdalen, Valdres, and along the Bergen railway line, can be well recommended for winter stay.

The great annual ski race with its marvellous jumping competition takes place at Holmenkollen near Oslo the end of February or first week in March, and attracts many

thousands of spectators. A similar race is also held at Graakallen near Trondhjem.

The cold in winter is generally dry inland and in the E. and S.E. parts of the country, and is, therefore, not only bearable but enjoyable, even for those who have the weakest constitution.

Oslo should be made the headquarters and starting point for expeditions. The mild and temperate climate of the west coast does not make Western Norway so suitable for a winter trip.

Comfort of Travelling in Norway, Accommodation, etc.

As many persons still appear to be under the impression that they must endure much discomfort, should they travel in Norway, it may be well to state that many improvements have in late years been made in the station-inns upon the principal roads. The increase of comfort has been very perceptible during the last few years, and it will be greater still as new houses now in progress are completed. Ladies need no longer apprehend any inconveniences or hardships, and their numbers are in consequence increasing every year.

In the West of Norway many large hotels have sprung up, especially on the Bergen Railway and in the Hardanger, Voss, Sogn, Nordfjord, and Romsdal districts, and here the improvements in accommodation and living are particularly noticeable.

The town hotels, such as the Grand, Bristol and the Victoria in Oslo, the Norge in Bergen, and the Britannia in Trondhjem, can vie with the best Continental establishments, and the prices, therefore, are much the same.

As a general rule the station-inns are scrupulously clean, in fact more clean and sweet than the general run of the country inns in England. The rural inns of Norway, however, are of a peculiar and exceptional character, mainly owing to the fact that it is a country without villages, and therefore without anything corresponding to the English public-house.

The beds, though small, are usually good, and are generally furnished with the best French spring mattresses, while, with few exceptions, they are perfectly free from all kinds of vermin. The food, though seldom luxurious, is generally abundant, and always wholesome, consisting of excellent trout and salmon, fresh eggs, cheese, first-rate pancakes or omelets, fruit, jellies, wild strawberries, preserved meat, etc. Fresh

beef, veal, or mutton is often to be had, but it is apt to be tough. Butter, milk, cream, and excellent coffee are always plentiful. It will be found very useful for travellers to have with them a bottle of brandy or whisky, for if one arrives cold and wet at a station one is thrown entirely upon one's own resources in regard to spirits, as the law prohibits the sale of these.

On all but the smallest steamboats good food is to be found, and the steward's department is often better managed than on English steamboats. A dinner of 3 or 4 courses is provided for 5 to 6 Kroner. In almost all parts of Norway excellent beer is to be had at the cost of about 6 d. for a bottle as large as an English reputed quart. Many travellers prefer the Norwegian Øl to the best English ale. Though the traveller, therefore, must not look for the luxuries of a Continental hotel, except in the large towns, he need not meet with any discomfort on the principal Norwegian routes, although this remark does not apply to the less travelled roads or more remote country places.

The big town hotels have generally bath rooms, but in the country these are very scarce.

Posting Fares by Land and Water, Fees, Regulations, etc.

For explanation of the system of posting, see page 19. Payment can be demanded before the traveller leaves the station.

The posting charge for each horse is:

from a fast station..... 30 øre per Km.
» » Tilsigelse station . 21 —»—
plus 20 øre for each horse for Tilsigelse.

Fast stations are those where a certain number of horses have to be kept, and where travellers ought not to be detained more than $^1/_4$ of an hour if fresh horses are in the stable or $^1/_2$ an hour if reserve horses have to be fetched. All stations on the principal high roads are now *fast*. Horses that have just come home are allowed to rest one hour for every 10 Kilometres they have covered, before being taken out again.

Tilsigelse (pron. Till-see'gelse, g hard) are those stations where horses are not kept ready but have to be fetched from a distance. The time allowed for fetching the horses is regulated according to the distance thus:

1 hour for 3 Kilometres	3 hours for 5 to 10 Kilometres
2 hours „ 3 to 5 Kilometres	4 hours „ over 10 „

To avoid detention *Forbud* (a message) may be sent in advance of the traveller to order horses, in which case 3 hours' start should be allowed for every 10 Kilometres.

There are, however, now no *Tilsigelse* Stations left on the principal Tourist Routes.

For posting tours leaving the station between 8 p.m. and 7 a.m. the payment is increased by 50 per cent.

With the sanction of the authorities the fares may in some cases be increased up to 50 øre per Km. for posting by land, and up to 40 øre by water.

Vehicles are charged for in addition to the horse, as follows:

(1)	for a Carriole, or a Stolkjærre on springs with apron, cushion, and harness	2 øre per Km.
(2)	for a rustic Stolkjærre without Springs	1 —»—
(3)	for a Trille, — an open four-wheeler (for 2 horses) with harness	5 —»—
(4)	for a Kaleschevogn or closed carriage (for 2 horses) with harness..	10 —»—
(5)	for a four-wheeled luggage cart with rope and harness	2 —»—
(6)	for a two-wheeled luggage cart with rope and harness, for a Riding saddle with harness, and for a pannier saddle with harness	1 —»—

It is to be noticed that station-keepers are not bound to keep four-wheeled vehicles (see above §§ 3 and 4), and, generally speaking, travellers cannot depend upon finding them at the stations. To make sure of carriages it is, therefore, necessary to hire them through for the whole route, i. e., from the starting point of a long cross-country road to its end. The carriages that are hired at the termini of these roads are private conveyances, and are not controlled by the Government posting regulations. A fixed tariff price is charged for the whole distance, according to the length of road and number in the party. The same horses and driver go all through.

From the foregoing it will be seen that a single fare, called Enkelt-Skyds (one person in a carriole or stolkjærre), costs 32 øre per Km., viz. 30 øre for the horse and 2 øre for the conveyance.

Two persons in a stolkjærre go for 1½ fare; for example — the charge for one person (single fare) is for 10 Kilometres at 32 øre Kr. 3.20; for two persons half as much again (160 øre) or together kr. 4.80.

If a station provides a trille or caleche carriage of its own (which, as stated above, it is not bound to do) then the law regulates the conveyance thus:

An open four-wheeled carriage or a closed carriage (caleche) drawn by 2 horses shall carry besides the driver —,

(1) 2 adults with 75 Kg. of baggage at a rate of 30 øre per Km. for each horse plus 5 øre per Km. for an open carriage, or 10 øre for a closed carriage;
(2) 2 adults and a child between 3 and 14 years with the same amount of luggage, at an additional fare of 1/8th for the child;
(3) 3 adults with the same amount of luggage at an additional fare of 1/4th for the third person.

For example: 2 adults in a calèche pay for 10 Km., Kr. 7.00, or 2 adults and 1 child Kr. 7.90, or 3 adults Kr. 8.75.

In other words the posting fare for a calèche carriage drawn by two horses is for — 2 adults 70 øre per Km.; 3 adults 88 øre per Km.; 4 adults 105 øre per Km.

One person in a carriage pays the same as two persons, but it is allowed to take 70 Kg. more baggage, or a total of 145 Kg.

Children from 3 to 14 years of age are reckoned at half fares, and under 3 years go free.

With reference to the weight of baggage allowed to be taken, see Luggage on page 22.

The minimum posting fare is reckoned at 5 Kilometres. It is also allowed to reckon some stages as more than the actual distance on account of the hilliness or heaviness of the road, but never more than double the actual distance.

Bridge, tolls, ferry dues, etc., are paid by the traveller.

Gratuities. Although optional, it is usual to pay the driver, who accompanies you in order to take back the horse or horses, a gratuity of 50 øre for an ordinary stage of 1 2 hours; 75 øre for a distance occupying 2—3 hours; kr. 1 for 3—4 hours; kr. 2 for 4—5 hours, and kr. 3—5 for a whole day, whether there be one or more persons in the conveyance. If more than one conveyance is used each postboy or driver receives the same fee. When the same coachman and conveyance are taken through on a long drive of 3 or 4 days it is customary to give the driver kr. 10 — kr. 20 at the end.

This payment is called Drikkepenge, literally translated, drinkmoney, corresponding to the German Trinkgeld and the French pour boire.

One postboy goes with 1 or 2 horses, two postboys with 3 or 4 horses, and so on an extra boy with every additional 1 or 2 horses.

If the traveller drives himself he is responsible for any damage done to the horse or vehicle, such damage to be assessed by two impartial men at the next station. The traveller will not be conveyed farther until payment or security has been deposited with the landlord of the station.

The deposit remains with the landlord 4 weeks, within which time the traveller has the right to appeal and have the case tried by a legal court.

All matters concerning posting are under the control of the Fylkesmand (Prefect) of each Fylke or province, whose authority is considerable and to whom an appeal may be addressed.

Complaints can be entered in the Dagbog, an official Register Book which is kept at every station, and which the station holders are bound to lay before every traveller. See Object of the Daybook on page 19.

Motor cars are now to be found on all of the principal routes. The fares vary from 20 to 30 ore pr. Km. for each person and allow free conveyance of 15 Kg. (35 lbs.) of baggage.

Posting by rowing boat. For conveyance by water the charges are:

For each rower,

from fast stations	25 øre	per Km.*
» Tilsigelse stations	21	—»—

For each boat,

four or six oared with sail	4 øre	per Km.
eight or ten oared with sail....	8	—»—

For Tilsigelse at Tilsigelse stations,

for each rower	7 øre	per Km.
—»— boat	6	—»—

The regulations regarding the number of persons and weight of baggage allowed are as follows:

(1) A four-oared boat with at least two rowers can carry 1 adult (above 14 years of age) or 2 children (between 3 and 14 years) together with baggage of a total weight of 40 Kg. (85 lbs.),

(2) A six-oared boat with at least 3 rowers can carry 2 adults, or 1 adult and 2 children, or 4 children, together with baggage of a total weight of 75 Kg. (165 lbs.)

(3) An eight-oared boat with at least 4 rowers can carry 3 adults, or 2 adults and 2 children, etc., together with baggage of a total weight of 100 Kg. (220 lbs.).

(4) A ten-oared boat with at least 5 rowers can carry 4 adults or their equivalent, together with baggage of a total weight of 130 Kg. (285 lbs.).

If it be wished to reduce the number of persons and add to the weight of luggage, or vice versa, one adult is reckoned as equal to 75 Kg. (155 lbs.) of baggage, and one child (3 to 14 years) as 40 Kg. (85 lbs.).

* This may in certain cases be increased by the communal court of the county to 40 ore for each rower if sanctioned by the King or his proxy.

The Expenses of Travelling in Norway

should be reckoned in a round sum at £2 2s. a head per diem, but, if travelling quietly, without going over too much country, and halting occasionally, the expenses need not exceed £1.10.0, per diem, and can even be reduced in some districts to £1, especially if stolkjærrer (spring carts) instead of the more costly caleche carriages or motor-cars are used.

Pedestrians and Cyclists can average their daily expenditure at 15s. a head, and still less when the trip does not include much travelling by steamer or railway.

For board and lodging (exclusive of wine or beer) the charges are 18 to 30 Kroner per diem, varying according to the pretensions of the station and the districts in which the traveller is. The cheapest districts are the Gudbrandsdal, Nordmøre, and the north of Norway, the dearest Hardanger, Voss and Sogn; but then the hotels in the latter districts are of a superior class, and the living at many excellent.

In the large towns the price per diem at a first class hotel is from 25 to 45 Kroner; but of course more if very expensive rooms are taken.

Many of the country hotels receive boarders at from 12—20 Kroner per diem, if a stay of at least a week is made.

The Government has now imposed a tax of 10 per cent on all bills made out by the restaurants and hotels in the country. This tax will be added to the bill.

Travellers so often ask what gratuities it is customary to give to hotel servants, that it has been thought advisable to give the following scale as a guide to those who wish to remunerate any special civility and attention.

At small hotels and stations 50 øre to Kr. 1 a day to the chambermaid, 50 øre to Kr. 1 to the woman who waits up you, and 50 øre to Kr. 1 to the man who attends to the luggage. If only one meal is partaken of 50 øre to the waitress only. At big hotels 1 to 2 Kroner to the chambermaid, 2 Kroner to the head waiter, 2 to 3 Kroner to the portiér, and 2 to 3 Kroner to the man who conveys the baggage to and from the railway station or steamer pier. The above scale is given for one or two persons in the same party; for three or four double the amounts should be paid. If more than a day is spent at an hotel the gratuities are increased proportionately. At most hotels instead of gratuities, 10 to 15 per cent is added to the bill.

Respecting gratuities to postboys and coachmen see page 30.

With regard to posting expenses, it should be remembered that 2 persons travelling in a Stolkjærre pay 1½ fare only, and that there is a reduction for families on board a few of the Norwegian steamers (see page 21). Each traveller should put a small reserve sum into his pocket, for it is better to return with something to spare than to have the disagreeable fear of running short for the last few days of the tour. Any surplus can always be exchanged back into English or other money with little loss.

Mails.

There are daily mail services between Norway and the Continent, Norway and England, and Norway and United States of America (direct or via Hamburg and England). Letters from England to Western Norway should be sent by the mail steamers running between Newcastle-on-Tyne and Bergen three times a week, which is more expeditious than via the Continent. The letters should be marked via Newcastle. The overland mail between London and Oslo takes about 58 hrs., from Berlin 30 hrs., and from Hamburg about 30 hrs. From Oslo to Trondhjem the mail takes about 14 hrs., from Oslo to Bergen about 12 hrs., from Bergen to Trondhjem about 36 hrs., from Trondhjem to Tromsø about 48 hrs., and from Trondhjem to Hammerfest about 60 hrs.

By the Newcastle route the mail from London to Bergen takes about 36 hrs., from Paris about 60 hrs.

The Post Offices in Norway are generally open from 8 a.m. to 7.30 p.m., for registered letters to 7 p.m. only. There is no Sunday delivery.

The Postage

for a half ounce letter between England and Norway is 1½ d. (45 Øre). The postage from Norway to Sweden is 20 Øre, to Denmark 20 Øre, to all other parts of Europe and U. S. of America 45 Øre. The postage from any one part of Norway to any other part is 20 Øre.

Should the postage not be prepaid, or be paid short of the full amount, the receiver is charged double the deficiency.

Foreign post cards are 30 øre each; inland (Sweden and Denmark included) 15 øre.

Registering fee for foreign letters 45 øre, for inland 20 øre.

Cash remittances can be enclosed in inland letters, for which special envelopes with at least two wax seals must be used.

The postage for inland money letters containing — up to Kr. 250 is 40 øre; Kr. 500, 60 øre; Kr. 750, 70 øre; Kr. 1000, 80 øre.

Foreign money letters can only be sent as registered letters, the Post-office's responsibility being as for a registered letter and not for the actual value.

Telegrams.

from one telegraphic station to another in Norway are Kr. 1.00 for the first 10 words, and 10 øre more for every additional word; from any station in Norway to any station in Sweden Kr. 1.50 for the first 10 words, and 10 øre more for every additional word; to Denmark Kr. 1.50 for the first 10 words, and 10 øre more for every additional word; to England 35 øre for each word, 3 being the minimum number.

To Canada and the United States the charge ranges from Kr. 1.65 to Kr. 4.40 per word, according to the distance of the telegram's destination beyond New York or Quebec.

To Austria 44 Øre and Hungary 53 Øre per word; France 44 Øre; Germany 27 Øre; Russia 65 Øre; Switzerland 40 Øre.

Where there is no Telegraph Office, but a telephone station in connexion with a telegraph office, telegrams can be telephoned to the Telegraph Office for further transmission. The additional charge to the ordinary telegraph rate is 50 Øre for each message, irrespective of the number of words.

A word must not contain more than 15 letters for inland telegrams, and 10 letters for foreign; for ciphers, 5 figures count as one word for inland, and 3 for foreign telegrams; stops are not counted. The address and signature are included in the number of words in all telegrams, but the Telegraph Office does not require the signature to be inserted, so that if the receiver is likely to know whom the sender is, the signature may be saved. As the place from which the telegram is sent is written gratis by the telegraph department, it is useless throwing away of a word to insert it. The same remark applies to the needlessness of signing more than one's surname, for even an initial is counted as a word. Telegrams should be written as legibly as possible, otherwise mistakes may occur in the transmission.

Telephone Stations in the Country.

Nearly all the stations and hotels in the country are now connected by telephone, which can be used to advantage for ordering conveyances, meals and rooms in advance, for which a fee of 30 Øre is paid. The charge for 3 minutes' conversation between two neighbouring stations is 30 Øre, between stations further apart from 50 Øre to Kr. 2.50.

Telegrams can also be sent to and from any telephone station that is in connection with a telegraph station (see Telegrams, page 34).

Fishing.

The Fishing season varies very greatly, even in the case of rivers quite close to one another. Generally speaking July must be considered the best month, but in the southern and western districts, and in those about Trondhjem, the sport in many of the rivers is good also in the last half of June, but seldom earlier, while, especially in the northern districts, the month of August or the first half of it, is just as good as, or even better than, July.

Fishery laws. The law of April 8, 1905, which replaces that made June 20, 1891, prohibits the catching or killing of salmon or sea-trout in rivers, lakes, and sea, from August 26 to April 14, both dates included. Rod-fishing is, however, permitted till September 14. There is also a weekly close time lasting from Friday 6 p.m. to Monday 6 p.m., but this does not apply to rod fishing. The close time, both annual and weekly, can be extended or shortened, however, for a district or a river, by a special Government grant, and for many rivers the open season for rod-fishing has actually been more or less extended. The bye-laws fixes the width of the meshes in the nets at $5^{8}/_{10}$th centimetres (about $2\frac{1}{2}$ inches).

The annual and the weekly close time and the clause as to the size of meshes do not apply to sea-trout fishing in rivers not frequented by salmon, nor to ordinary gill nets and seine nets used in the sea not nearer the mouth of a salmon or sea-trout river than 250 metres. Sea-trout must not be offered for sale or sold, nor salmon either offered or sold or bought or received in any way from September 1 to April 14. But this clause does not apply to: (1) fish that has been killed by rod and line not later than September 14, or fished by virtue of a special Government grant: provided always that the sale, etc., takes place not later than 120 hours after the expiration of the time allowed for

such fishing, and (2) Sea-trout fished in rivers not frequented by salmon or in the sea.

In regard to the taking of other freshwater fish, there is no regular close season, but a law of May 30, 1894, empowers the Government, on petition from the local authorities, to pass bye-laws forbidding within a certain district the use of fishing appliances considered to be hurtful to the fishery, or also establishing an annual or weekly (in the latter case no more than 3 days) close time for the different kinds of fish. At present such bye-laws are in force in about 170 „herreder", especially within the prefectures of Hedemark, Akershus, Buskerud and Sør-Trøndelag.

Anglers should bear in mind that some of the bye-laws contain a prohibition either of rod-fishing or of the use of certain kinds of angling appliances. Fishermen should, therefore, in every district in which they wish to fish, inquire from the Lensmand (the local police officer) or from some other reliable person, the nature and scope of existing local regulations.

The use of explosives, lime and poisonous matter is forbidden in all waters.

Salmon rivers. Although there is so great a number of salmon rivers in Norway, it is not very easy to rent one, as but few remain unleased. It has become more and more usual for English sportsmen to rent Norwegian rivers for a period of years, and consequently many of the first class waters have already been taken by fishermen who have rented the whole of a river or the best available reaches of it.

Fishermen who desire to procure salmon fishing in Norway are advised to procure the booklet „Angling in Norway", published by the "Association for the Promotion of Travel in Norway". In this booklet which may be had through any of Bennett's Offices will be found full particulars about practically all salmon rivers in Norway, also about trout fishing. It is published every year and distributed free of charge.

Trout are more or less abundant in almost all the streams, rivers, and lakes that intersect the country, and afford good sport in very many places.

Very fair trout fishing may be had at many of the posting stations, free of charge, or at a very moderate one.

To enumerate even a fiftieth or a hundredth of the places where good trout fishing can be obtained is an impossibility. The number of such places is especially great in the western and northern districts, where almost every river that in its lower course runs through large or small lakes offers fine

fishing. But in those districts the fish are generally smaller than in the interior of the country.

In the rivers accessible to fish from the sea a considerable number of sea-trout are generally found late on in the summer, and in many of these waters a salmon or two may occasionally be caught.

In some of the Norwegian lakes trout run to a vast size. In the Mjøsen lake fish of 20 to 25 lbs. are taken every year, and in many of the lakes trout of 12 to 15 lbs. are occasionally landed. In the lakes of the high mountain plateaux they seldom reach so large a size, but on the other hand they are found there in great quantity and of most excellent quality. Nowhere in the world are trout pinker in colour, fatter, and of better flavour. Trout of 4 or 5 lbs. and upwards are frequently taken in those waters, but the usual weight is from ½ lb. to 2 lbs.

Mountain lakes and rivers. In fishing these, on the break up of the ice in the spring, and while snow-water remains in the lakes, the only way of taking trout used to be on night lines, set at some depth, or by trolling deep with minnow or artificial baits. In some lakes, however, trout will take a fly freely just at the break up of the ice, and good catches of char may be had with worms. When insects appear in considerable numbers, regular fly-fishing commences, and minnow or artificial baits may be trolled near the surface.

The best time for fly-fishing is July and August, or in high lying lakes and in Finmarken from the middle of July to the middle of August. In less elevated waters fly-fishing may commence in the middle of June or even a little earlier. In lakes trolling deep with minnow or artificial baits will afford fair sport both early and late in the season. During the fly-fishing period trolling with minnow near the surface also affords good sport.

The morning and evening hours are best, the trout being lazy in the middle of the day, but in gloomy weather, provided there be no fog or mist, fishing may be carried on at all hours.

If the water drops below its average level, the trout will not rise to flies, but will take minnow or artificial bait when trolled at some depth. When heavy rain sets in after a drought, trout bite freely at worms.

When showers occur during otherwise favourable conditions of wind, weather and water, the fishing is sure to be good and possibly best of all when showers and sunshine alternate.

Gloomy, cloudy weather, or gloomy weather with slight rain is favourable to fly-fishing, except on chilly days when

it is best to fish deep with minnows or artificial bait. Fog or mist is detrimental to fly fishing, but not to trolling with minnow or artificial bait. Strong sunlight is unfavourable to angling. It is almost useless to attempt fishing in thundery weather.

The wind generally affects the fishing, a mild, southerly breaze being the most favourable of all. For fly fishing the wind ought to be strong enough to form ripples or wavelets on the water. In a heavy breeze minnow or artificial bait is more killing than the fly. A calm, except at twilight, is disadvantageous to fly fishing, or anything except trolling with minnow or artificial bait.

Trout, as a rule, lie either where the shallows commence to shelve downwards to the deep; or outside rushes and reeds; or under the overhanging boughs and branches of trees growing by the waterside. By the mouths of rivers or streams flowing into the lake, or above the exit of rivers or streams, the waters off a point, or the bays and sounds between islets, are favourite haunts of the trout. Fish avoid a light, sandy bottom.

Rivers. In bright sunny weather choose the shady side. As regards weather all that applies to lakes applies equally to rivers. Fly fishing commences as a rule as soon as insects and flies appear, and the weather generally becomes settled and warm. It is best in ordinary rivers from the end of June to early September.

The best fishing is obtained where the river is at an average height. As soon as the waters commence to rise the trout proceed to the head of the pools. If it continues to rise they find their way to smooth water, seeking shelter in the backwater along the banks, behind boulders in the bed of the river or in holes and crannies at the bottom. Fly fishing is then temporarily suspended, but the trout may be caught with worms. When the waters, after a flood or spate, regain their usual level, the fish rise freely. When the current runs through a pool, the trout lie on both sides of the current, chiefly on that which is deepest. If the current through a pool as divided, the trout lie between the two, immediately above their confluence. If there are ripples in a pool running in circles, the result of eddies, the trout generally lie underneath. If the river is a still-running one, the trout frequent the side that is deeper, but if the bottom consists of white sand no trout will be found there.

Shooting.

By the Norwegian game laws of May 20, 1899, and May 14, 1902, all former laws are repealed, except such as are expressly stated in the present law to be existent. The underlying principle of the new law is the protection of the game, and with this purpose in view the two main features of the law are, that it assigns to the landowners the exclusive right to kill game on their own properties and that the close time has been considerably extended. Formerly every Norwegian could freely shoot whereever he liked, without any other restriction than that prescribed by an annual close time, and the indiscriminate and improvident destruction occasioned thereby was leading to the gradual extermination of all game. Every Norwegian citizen still retains the right to free shooting on the State moors (Statsalmenninger) and in the unreserved State forests, but if a non-resident in the district, he must pay an annual licence of 10 Kroner if shooting with a dog, or of 1 Krone without a dog. This does not entitle to hunt elk, red-deer and wild reindeer for which there are special regulations (see next page). Every Norwegian citizen has also the right to shoot over the mountain plateaux, which have no private owner but are owned by the nation in common, on payment of 10 Kroner for the season. This entitles him also to kill 3 reindeer. The licence is issued by the Lensmand (country police superintendent) and is available for all the mountain plateaux within the borders of the Kingdom.

On the State moors in Finmarken (Lapland, Norway) all hunting is free to Norwegian citizens.

Aliens are by the law debarred from the above mentioned shooting rights granted to Norwegian citizens, with the one exception that they may shoot wild reindeer on the mountain plateaux on the payment of a licence of 200 Kroner (about £ 7), and 100 Kroner (about £ 3 10 s.) to the Norwegian Exchequer. This entitles the holder to kill three reindeer, and any beasts or birds of prey that he may meet with during such hunting; for the destruction of the latter the State pays a small premium (2 to 25 Kr.). The number of reindeer killed must be reported to the Lensmand (country police superintendent) to whom the licence has been paid. Not more than one licence can be taken out by the same person in one season. (See below Licences.)

The only way open to foreigners to acquire any other shooting in Norway is by renting a shooting ground from the landowners, but it should be borne in mind that in

addition to the rent a licence of 100 Kroner must in all cases be paid to the State. Even if a foreigner shoots at the invitation of a landowner the State licence has to be paid. The landowner is responsible for the payment of the licence and must give the notice to the Lensmand within three days after having let or leased his shooting to a foreigner. A shooting lease cannot be sublet without the ground owner's consent.

Elk and Red-deer. The killing of these is limited to one animal of either kind on each separate estate, but on large contiguous estates combined into one shooting preserve, the right to kill more than one elk or red-deer can be obtained by special decree. In the prefectures of Nord-Trøndelag and Sør-Trøndelag the State owns large forests in which the right of shooting can be leased, and in many of these forests 2, 3, 4 and up to 5 elk may be shot on the same estate.

Licenses are issued by the Lensmand in the name of the sportsman and are valid for the season in which they are taken out. A licence should always be carried about the person as it must be shown whenever it is asked for; by refusing to produce it, or by omitting to take out a licence, a sportsman renders himself liable to a heavy fine. With reference to shooting licences for reindeer, see above.

Fines. Heavy fines are also enforced for shooting an elk out of season, or for shooting more than the number the law prescribes. In hunting Elk an unleashed hound must not be used. Neither Elk, Red-deer, nor wild Reindeer must be chased when swimming unless they are wounded and pursued in the course of the hunt.

Elk meat must not be offered or received, sold or purchased from October 6 to September 10, nor red-deer venison from October 6 to August 15.

Formerly about 1,000 Elk were annually shot over the whole country. In 1900, after the new game law came into force, this number was reduced to about 650. The best elk district is probably Namdalen in the prefecture of Nord-Trøndelag, then come successively Inderøen, Southern Østerdalen, Northern Østerdalen, Numedal, Strinden and Selbu, Stjørdalen and Værdalen, Øvre Romerike, Buskerud, etc.

Wild Reindeer. Of these 368 only were killed in 1900, which is less than half the average number annually killed during the preceding 10 years. This decrease is not alone due to the restrictions of the new game law, but also to the fact that the herds have seriously diminished in number. For this reason they were protected entirely for a period of 5 years (from September 1, 1902, to August 31, 1907). The best reindeer district is Northern Gudbrandsdalen, then

comes Hardanger and Voss, Ryfylke, Nordmør, Romsdal, Sogn, Øvre Telemarken, Søndmør, Hallingdal, etc.

Red-deer. The number killed annually in former years averaged about 150; after the new law of 1899 came into operation the number curiously enough rose to about 200 deer. Of these 90 were shot under the provisions of § 21 which permits landowners to kill Elk and Red-deer out of season if they repeatedly do serious damage to their forests.

The majority of red-deer are shot on the island of Hitteren, and in the district of Fosen; a few are killed in Nordmør, Nordfjord and Søndfjord. In the prefectures of Ryfylke and Hordaland red-deer are preserved all the year round.

Bears, wolves, lynxes, foxes, and, generally, beasts and birds of prey are not protected. On the contrary premiums are paid for their destruction.

It would scarcely repay a sportsman to visit the country for the special purpose of killing bears, but occasional chances occur, of which advantage can be taken while bent on other sport. Not many more than 100 bears are killed annually in Norway, and by far the greater number of these are shot towards the end of the winter. Unless molested bears rarely attack people.

Game. Skov- or Dal-rype (wood or willow grouse) keep almost exclusively to birch-woods. In genuine pine forests, altogether unmixed with birch, they are seldom seen. In dull or wet weather the ryper usually prefer the thick covert and the base of the hills, but on bright, warm days, they gradually ascend to the brushwood on the edge of the open fjeld. The Skov-ryper abound in Norway but are scattered over a vast area.

Fjeld-ryper (ptarmigan) keep to the heather, boulders, and snow patches of the open mountain.

Capercailzie: Tiur (male); Røi (female). This magnificent bird, the king of the grouse tribe, is found all over Scandinavia where there are fir forests. Its peculiar haunt is the pine forest, especially that portion of it which is diversified by grassy glades, hillocks overgrown with berry-bearing shrubs, and occasional alder and willow swamps.

Blackgame: Aarhane (male), Aarhøne (female), are also plentiful all over Scandinavia. The best localities in which to find them are where the forest has been partially cleared, and young fir trees, juniper bushes, and wild raspberry bushes are abundant. They are very fond of frequenting the neighbourhood of farms, and of feeding in the morning and evening on the oat and barley stubble.

Hjerpe or Hazel-grouse: This beautiful little bird, which is scarcely bigger than a partridge and has

white flesh, is nevertheless a true grouse. Is is abundant all over northern and central Scandinavia, but less common in the south, and nowhere found in the W. It is peculiar for its habit of taking to the trees directly it is flushed. The whole covey scatters among the nearest birch or pine trees, and the birds sit motionless, so that unless the spot where they have perched is accurately marked, they are difficult to distinguish among the foliage.

Wild-duck of various species abound in almost every mountain tarn, and will also be found in the quieter reaches of every river and in the adjoining swamps and back waters.

The loud cry of the great northern diver (Lom) may often be heard, and the bird seen, but its skin is difficult to obtain owing to its great wariness.

Sea-fowl of all kinds will be met with, but not in sufficient numbers to afford really good shooting.

Wild-duck and sea-fowl are not protected, broad-billed ducks excepted, the close time for which is from March 14 to August 14, both dates included; but the eider-duck is strictly preserved in the Tromsø district and many other localities, so that the sportsman should always avoid shooting these unless he has made sure of there being no prohibition.

General Shooting Season (both dates included):

For elk	from	September	10	to September	30.
» reindeer	»	—»—	10	—»—	14.
» capercailzie (hen)..	»	—»—	10	to February	28.
» capercailzie (cock)	»	—»—	10	—»—	28.
» grey hen	»	—»—	10	—»—	28.
» black cock	»	—»—	10	—»—	28.
» hazel-grouse	»	—»—	10	—»—	28.
» ptarmigan	»	—»—	10	—»—	28.
» willow grouse	»	—»—	10	—»—	28.
» wood cock	»	—»—	10	—»—	28.
» hares	»	—»—	10	—»—	28.
» red-deer (male)	»	August	15	to September	30.
» red-deer (female) ..	»	September	15	—»—	30.
» partridges (field grouse)	from	October	1	to October	14.

Beaver, fallow-deer, chamois, swans, and pheasants, are preserved the whole year round, but fallow deer (doe) and pheasants on private islands and in fenced parks are exempted.

Calves of the red-deer and wild reindeer under one year must not be killed.

These dates apply to the greater part of the country, but some districts are specially preserved, and the shooting

season in such places will vary from the above. It will, therefore, be well to inquire as to this of the Lensmand (country police officer) or some other authority in the districts where one purposes to shoot.

Dogs of all kinds (sporting and domestic) are by law prohibited from being brought into Norway for fear of hydrophobia. Special permission to import dogs has, however, hitherto generally been accorded by the courtesy of the Norwegian Government by application prior to arrival in the country, but sportsmen should then bear in mind the stringent regulations in force in Great Britain on their return home, dogs coming from abroad having to be quarantined for six months by order of the Board of Agriculture.

Thermometrical Comparisons.

The scale used in Norway is that of Centigrade (Celsius) or Reaumur. Zero Fahrenheit corresponds with minus 17.78 Celsius or Centigrade and minus 14.22 Reaumur.

To convert degrees of Reaumur into Fahrenheit above freezing point, multiply by $2\frac{1}{4}$ and add 32: below, multiply by $2\frac{1}{4}$ and subtract the product from 32; thus:

$+$ 17 R. $\times$ $2\frac{1}{4}$ = $38\frac{1}{4}$, add 32 = $70\frac{1}{4}$ F. of heat.

$\div$ 8 R. $\times$ $2\frac{1}{4}$ = 18, subtract 18 from 32 = 14 F. of heat.

To convert degrees of Celsius or Centigrade into those of Fahrenheit, multiply by $1^4/_5$ and add 32 if above freezing point or subtract if below.

To convert degrees of Fahrenheit into those of Reaumur subtract 32 from the given number, and multiply by the fraction $^4/_9$; thus:

167 F. — 32 = 135 $\times$ $^4/_9$ = 60 Reaumur.

Rmr. +	Fah't. +	Cent. +	
80	212	100	Boiling.
40	122	50	
36	113	45	
35·2	111·2	44	
30·4	100·4	38	
29·6	98·6	37	
25·6	89·6	32	
20	77	25	
19·2	75·2	24	
15·2	66·2	19	
10·4	55·4	13	
5·6	44·6	6	

Rmr. +	Fah't. +	Cent. +	
Zero.	33	Zero.	Freezing.
—		—	
5·4	19·4	7	
10·6	8·6	13	
15·2	2·2	19	
—			
20	13	25	
25·6	25·6	32	
30·4	36·4	38	
40	58	50	

Section I.

Eastern, Southern and Central Norway.

Route 1.

Oslo (Christiania) and Environs.

OSLO, the capital of Norway, is situated at the head of the beautiful Oslo Fjord, which extends for about 120 Km. into the country from the Skaw. The Fjord is renowned for its wonderful beauty; the wooded hills on both sides and the lovely valley of Aker in the background, forming a picturesque frame round the inner Fjord, which on summer days is enlivened by sailing boats and small steamers running to and fro between the city and the numerous small islands with their inviting villas.

The city, known as Christiania from 1624—1924, is now called Oslo, the name it bore for six hundred years, 1047—1624. The change dates from January 1st, 1925. When Edward the Confessor was king of England, years before William the Conqueror had set foot on British soil, in the year 1047, the town of Oslo was founded by king Harald Haardraade (he fell at Stamford Bridge) on the "lea" under the hill, by the side of the Alna-River, and conveniently situated between the fertile cornlands running north and the smiling fjord that winds southward down to the Skaw. Three hundred years pass. We have reached the year 1349. The last male descendant of Harald the Fairhaired in the direct line, Haakon the Fifth Magnusson, has been dead

OSLO
Til St. Hanshaugen
Rigshospitalet
St. Olafs K.
St. Edmunds
Nordahl Brunsgate
Munchs Gate
Hegdehaugs Gate
Sven Bruns Gate
Holbergs Plads
Tullins Gate
Wergelands Gate
St. Olafs Gate
Pilestrædet
Christian Augusts Gate
Historiske Museum
Christian IV Gate
Universitetet
Fredriks Gate
Bristol
Grænsen
Carl Johans Gate
Torvet
Brandstasjon
Østbanen
Havne O. Jernbane
Jernbane Torvet
Jernbane G.
Tomte G.
Vognmands G.
Carl XII Gade
Stor-Gaden
Nygaden
Sienersgaden
Ny torvet
Youngs Gade
Lille Ekebergv.
Til Tøien
Vaskerikbk.
Myntgaden
Apotheker Gaden
Møller Gaden
Torve Gaden
Gunnerus G.
Vor Frelsers K.
Rosenkrantz Gade
Bennets Gade
Grønnegaden
Universitets Gaden
Storthingsgaden
Eidsvold Plads
Eidsvold Stor
Rosenkrantz Gade
Prinsens Gade
Slots Gade
Akers Gade
Toldbod Gaden
Post
Toldbod
Toldboden
Store Strandgade
Lille Strandgade
Dronningens Gade
Skipper Gaden
Kirke Gaden
Kongens Gade
Øvre Slotsgaden
Nedre Slotsgaden
Øvre Voldgade
Nedre Voldgade
Raadhus Gaden
Victoria
Børsen
Bank Pl
Reviersstræde
Norges Bank
Myntgaden
Grev Wedels Plads
Revierbryggen
Bjørvika
Lang Bryggen
Tollbodbryggen
Bryggen
Til Bygdø
Til Holmenkollen
Til Drammensveien
Drammensveien
Arbins Gade
Kronprinsens G.
Ruselokkveien
Hunkedamsveien
Huitfeldts Gade
Skovveien
Klingenberg G.
Balke Gaden
Skole G.
Ergens G.
Vestbanen
Pipervikbryggen
Pipervika
Bondeveien
Kontraskjæret
Til Vippetangen
Til Festningsbryggen
AKERSHUS
Nationaltheatret
Gamlebyplass
Norge
Tivoli
Circus
Torden skjolds Plads
Johannes
Bogen
Bakkehaugen
Stolleer

since 1319, and Norway is for the first time united with Sweden under one king. Oslo has now 3,000 inhabitants, and across the bay, on the peninsula of Akersnes stands Haakon's fort Akershus, destined to play no small part in the future history of the town it was built to protect. Another 300 years pass away. It is now 1624. Norway and Denmark are united under the House of Oldenborg. Oslo lies in ashes after an almost annihilating conflagration, and Christian IV hurries up from Denmark to build a new town, this time on the peninsula Akersnes, under the protecting guns of the citadel Akershus. The homeless Osloites were ordered to move across the bay. Oslo was to be allowed to lie in ruins, and the future home of its citizens was to bear the Royal name Christiania. Oslo was never totally deserted. The hearts of many still clung to the old sites. And the old Oslo and the new Christiania have grown together for three centuries, until we have to-day a great city, that long since has burst its boundaries, and with its suburbs numbers over 300,000 inhabitants.

For most people it will be sufficient to see the main thoroughfare, Carl Johansgade, with the adjacent streets, in the neighbourhood of which will be found the most important shops, buildings, museums and monuments.

Arrival. The steamers from England, America and Copenhagen land their passengers at the Vippetangen Pier. Those from Gothenburg come alongside the Revierbrygge and the coasting boats at the Fæstningsbrygge. The Central Station (Østbanen), at which the trains from Sweden, Denmark, Germany, Gudbrandsdal, Trondhjem, Bergen, Gjøvik and Valdres arrive, lies at the end of Carl Johangade, in close proximity to the piers. The Vestbanen Station is near the Piperviksbryggen, and to it run the trains from Skien, Kongsberg, Krøderen, Sperillen and Randsfjord.

Customs Office is open on weekdays from 9—4. See page 14.

Hotels. Grand, Bristol, Victoria, Nobel, Norge, Continental, Savoy, Fønix.

Private Hotels. D'Angleterre, Bellevue, Belvedere, Fru Bye's, Frkn. Bye's, Gehe's Hotel, Hospitset, Oslo Missionshotel, Hotel Regina, Hotel Rose, St. Olaf, Søstrene Larsen's, Terminus, Westminster, etc.

Restaurants. Grand Hotel, Bristol, Theatercaféen, Frimurerlogen, Tostrupkjælderen, Sjøfartscaféen, Engebreth Christophersen, St. Hanshaugen, Parkcaféen, Spisesalon Central.

Confectioners' Shops. Alliance, Hahn, Halvorsen, Møllhausen, etc.

Tourist Offices. Bennett's, Carl Johansgade 35; Cook's, Carl Johansgade 20; Berg-Hansen, Stortingsgade 8; The State Railway's, Carl Johansgade 2. See page 15.

The Tourist Traffic Association has its office in Stortingsgade 2.

Legation and Consulates. British Legation, Drammensveien 79; U. S. Legation, Nobelsgade 28; British Consulate, Kirkegade 7; U. S. Consulate General, Solligaden 2.

Anglican Church. Divine Service is held every Sunday morning at 11 o'clock at St. Edmund's Church in Møllergaden, a little way past the Politikammer (Police Office) on the right hand side. The church is supported by voluntary contributions, therefore donations, however small, towards the Maintenance Fund will be gratefully received. Any persons wishing to contribute will find a box for that purpose at the hotels, or can give their donation to Mr. Bennett (of Bennett's Tourist Office), who is a member of the Committee of Management. British Chaplain, Rev. G. E. Mooney, M. A., Nils Juels Gade 45, Oslo.

Post and Telegraph Offices. The Post Office is situated in Dronningensgade 15. Ordinary letters and newspapers are delivered from 8—6.30. Registered letters and money letters from 8—6.30. Sundays no delivery. The Telegraph and Telephone Station is open day and night.

Motor Cars can be had at stands all over the town, and are numbered on the back. All cars are supplied with taximetres. They can also be used for driving outside the town up to 10 Km. Luggage is paid for extra.

Tramways. Electric tramways are now found nearly all over the city. Fare 15 Øre.

Baths. Oslo Baths, Oslo Warm Sea Baths, and Bislet Baths (modern). Swimming baths at Bygdø and Bygdønes.

Chemists. Nordstjernen, Stortingsgade 6; Svaneapoteket, Carl Johansgade 13; Elephantapoteket, Torvet 11, etc.

Shops. The best shops and business establishments are to be found in Carl Johansgade, Kongensgade, Nedre and Øvre Slotsgade, and Kirkegade.

Bookseller: Cammermeyer's Boghandel. Domestic Industries: Den norske Husflidsforening. Furrier: P. Backer. Jeweller: J. Tostrup. Optician:

Martin Viig. Photographic Articles: J. L. Nerlien A/S. Shoemaker: C. Johansen. Sporting Requisites: Ludv. Torgersen & Co. A/S. Tobacconist: Peter N. Myhre. Travelling Requisites: Franz Schulz. Manufacturer of Tobacco, Cigars and Cigarettes: J. L. Tiedemann's Tobaksfabrik.

Bankers. Centralbanken for Norge. Bennett's Travel Bureau.

Walks in the Town. The prettiest walks are through Carl Johansgade, in the Royal Park, and round the Ramparts; through Akersgade and up Ullevoldsveien, past Vor Frelsers Cemetery, where the poets Henrik Wergeland, Welhaven, Ibsen and Bjørnson are interred; and to St. Hanshaugen, from whence may be had a splendid panoramic view of the town and fjord. There are here a beautiful park and reservoir; below the latter being a restaurant, where a band plays occasionally in the summer evenings. The place may be reached by electric tramway in 10 minutes from Carl Johansgade.

Kampens Vandbassin, in the eastern part of the town, also affords a fine view of the Oslo Valley and the Fjord with its surrounding hills, and the best view of the town is no doubt to be had from here. Tramways take one up in 20 minutes.

Tivoli. Open-air variety theatre every evening from 8.30—11. In the Circus building cinematographic performances are given.

Museums and Places of Interest:

The Viking Ships. The Gokstad Ship is in the garden behind the University, every day except Mon. and Sat. 11—3, during the winter 1—3, and the Oseberg Ship in a separate building close to the Chemical Laboratory, every day except Mon. and Sat. 11—3. During the winter 1—3. Admission, 25 Øre for adults and 10 Øre for children.

The Museum of Art, Universitetsgade 13, consisting of the Sculpture Museum and the National Gallery, is open free to the public on Sundays, 12—3 and 6—8, and Tues. and Thurs., 6—8. Tues., Wed., Thurs., and Fri., 12—3; admission, 50 Øre. At other times by a fee of 50 Øre to the custodian.

The Museum of Industrial Art, corner of Ullevoldsvei and St. Olavsgade, is open every day from 12—3 free. The Library in the same building is open free on weekdays from 12—3 and 5—7. At other times the museum can be seen by a fee to caretaker of 50 Øre for each person; or for large parties, 25 Øre each.

The ground floor contains a collection of Norwegian National Industry in three rooms, decorated by Gerhard Munthe; also the Library and the Reading Room. On the second floor will be found a fine show of silver articles; an East Asiatic collection; works in copper, iron, tin, bronze and brass; also a collection of historical furniture. The third floor is devoted to old glass ware, porcelain, crockery and earthenware; also church furniture and a collection of modern works, dresses, antique vases and glasses, together with galvano-plastic castings and examples of graphic art.

The Historical Museum consists of a collection of Northern Antiquities and the Ethnographical and Numismatic Museum. It is situated in Fredriksgade near the University. The Collection of Antiquities is open in July and August every day 11—3, except Mon. and Sat. During the winter 1—3. Admission 25 Øre. The Ethnographical Museum is open Sun. 12—3, Tues., Wed., Thurs. and Fri. 1—3. The Numismatic Museum Wed. 1—3 and Sun. 12—3.

The Art Union, at the corner of Universitetsgade and Pilestrædet, contains a fine collection of paintings. Open every day from 12—3. Admission, Kr. 1. Generally closed in July and August.

The Town Museum at Frogner contains a collection of portraits, views, maps and drawings, as well as all kinds of articles illustrating the history of Oslo and its environs from the middle ages up to the present time. Open in the summer Sun. and Tues. 11—2½ and Fri. 5—8. Admission Kr. 1.

The Zoological Museum. Sun., 12—3 and 6—8. Tues., 7—9 and 1—3, free. At other times, Kr. 1 admission. It is situated near the Botanical Gardens at Tøien, reached by tramway in 15 minutes.

The Society of Domestic Industry, Carl Johansgade 45. Exhibition and sale of Norwegian woodcarvings, embroidery, and other domestic industry.

Blomqvist's Exhibition of Paintings, in Tordenskjoldsgade 5. Weekdays 9—7, Sundays 12—3. Summer only weekdays 9—4. 50 Øre.

The Art Society, in Tordenskjoldsgade 7. Modern Norwegian paintings. Weekdays, 10—3. Kr. 1.

The Royal Palace lies on a hill at the northern end of Carl Johansgade. No admission.

Akershus Castle. This was founded in the 13th century and has been altered many times. From the ramparts a beautiful view of the Fjord and the Harbour may be obtained. Admission the whole day, free.

The House of Parliament (Stortinget) can be seen daily by applying to the caretaker. Entrance from Stortingsgade. Gratuity expected.

The National Theatre, opposite the University. In front of the building are statues of the poets Ibsen and Bjørnson, and at the back is a statue of the actor Johannes Brun.

Monuments and Statues. Besides the statues mentioned above there is an equestrian monument in front of the Royal Palace of King Carl Johan, and in the Palace Gardens is the well known Vigeland's Abel Monument, as well as a statue of the authoress Camilla Collett. In front of the centre building of the University is a statue of Professor Schweigaard, and on the market place one of Christian IV, the founder of the town of Christiania. On Eidsvoll's Plads, near Carl Johansgade, is a statue of the poet Henrik Wergeland, and on the corner of Skovveien and Riddervoldsgade one of the poet Welhaven. In the Sommerro Park, near Drammensveien, is the French sculptur Rodin's statue, "the Man with the Key". On St. Hanshaugen is the statue of the poet P. Chr. Asbjørnsen, and in the square between Holbergsgade and St. Olafsgade, one of Richard Nordraak, the composer of the music to the National Anthem (Ja vi elsker).

Excursions.*

To Holmenkollen, Voksenkollen and Frognersæteren, 1½ hrs. by motor car, or by electric tram to Majorstuen (20 minutes), and thence by electric railway to Holmenkollen (25 minutes), and on to Frognersæteren (50 minutes).

An underground railway from Stortingsgade to Majorstuen is under construction.

Holmenkollen affords a magnificent view of the town and fjord. Below the Hotel lies Sportsstuen, where refreshments are served. To the left, on the hill, is the Sanatorium (1,130 ft. above the sea). It is open all the year round and especially suited for a prolonged stay. At the northern end of the Besserudtjern lies Peisestuen (refreshments), with the Holmenkollen Chapel close by. Near the Besserudtjern the big international Ski-ing Races are held every year in February or March. Still farther north lies the Tourist Hotel Victoria. In winter the Besserud Lake forms a first-rate skating-rink.

* Carriages and motor cars may be ordered through the Tourist Offices at tariff prices.

Voksenkollen (1,580 ft. a. s.), ½ hrs.' walk beyond Holmenkollen, from whence there is a magnificent view of the town, the harbour and the neighbouring country. At Kragstenen, near by, is also an extended view, and a statue of Mr. H. H. Krag, the constructor of some of the best roads in Norway. The Royal Villa, Kongssæteren, is but a short distance. Many walks may be taken in the neighbouring woods.

At Voksenkollen lies Anna Kure's Hotel (1,370 ft.), a cosy hotel, especially suited for a prolonged stay. Voksenkollen "Hospits", cheap, but as a rule crowded.

Frognersæteren (1,585 ft. a.s.), about ½ hr's. walk on Keiser Wilhelm's Road, in N. E. direction from Holmenkollen (also reached by electric car), is a favourite place of excursion in the winter. It belongs to the Municipality of Oslo, and in the extensive grounds is a museum, consisting of ancient peasants' houses with furniture and domestic utensils of the period. Restaurant. Also a Ski-Museum with Nansen's and Amundsen's polar outfit. Open Sun. 12—3. Admission Kr. 1.

Another ½ hr's. walk in N. W. direction from Frognersæteren is to Tryvandshøiden (1,900 ft.), with a tower from which there is a very extensive view as far as Norefjeld near Krøderen and the Gausta mountain in Telemarken. At Tryvandshøiden is erected a radio station, one of the most powerful in Scandinavia.

At Skaadalen Station on the electric railway lies the well known Holmsborg Hotel, which is a good deal visited by foreigners. At Slemdal, at the foot of the Frognersæter hill, lies Slemdal Hotel and Fosheim Pensionat. The old road up to Frognersæteren offers the best opportunity for seeing tobogganing and ski-ing in the winter.

Bygdø is a peninsula, to the west of Oslo, on which lie Bygdø Kongsgaard, Oscarshall and Norsk-Folkemuseum. The excursion may be made by motor car in about 1 hr.; by electric tram as far as Skillebæk or Skarpsno, and from thence by ferry across to Bygdø; or by steamer from the Piperviken Pier almost every hour.

Bygdø Kongsgaard is built of wood, and was once the shooting-box of Christian IV, but is now used by the King and Queen of Norway in the summer. The oldest part of the present building dates back from 1652.

Oscarshall is a royal summer residence erected in 1850. The Banqueting Hall contains among other notable features the well known series of paintings by Tidemand.

depicting „Norwegian Peasant Life" (Norsk Bondeliv). It is closed at present.

Norsk Folkemuseum (The National Museum) is open every day at 10 o'clock (Sundays 12). The historical collections are worthy of note, and attention is especially drawn to the curious old Church from Gol and the quaint old Peasant Log-House (Hovestuen), with its collection of antiquities. Restaurant. Admission: adults, Kr. 1; children, 50 Øre.

The Agricultural Museum, belonging to the Norsk Folkemuseum, lies close by.

Dronningen, Bygdøynes, and Bygdø Sea Baths, are all favourite places for excursions during the summer, and there are restaurants, where bands play in the evenings.

Ekeberg. A new electrical railway line leaving the Market place in Oslo and passing through Gamlebyen and up the hill past the Sailor's School as far as Nordstrand has now been built. Splendid view over the town and the Oslofjord. The trip to Nordstrand and back takes about 1 hr. and costs Kr. 1.20.

Hovedøen, an island in the fjord, on which are the well-known ruins of a Cistercian Abbey, founded by English monks in 1147. Permission to visit the island may be obtained at the office of the "Kommandantskab" at Akershus on weekdays from 10—11.

Motor Boats ply regularly in the summer between Vippetangen and Hovedøen, and Steamer Excursions may be made between the beautiful islands on the west side of the Oslo Fjord.

Small Steamers run regularly from the Jernbanebryggen between the numerous beautiful islands on the east side of the fjord.

Route 2.

From Oslo to Fredrikshald, Gothenburg and Copenhagen.

Between Oslo and Fredrikshald there are 4 trains a day; between Oslo and Gothenburg 3; and between Oslo and Copenhagen 2.

The railway journey between Oslo and Fredrikshald (Kornsjø) is seldom made by tourists, except in travelling to or from the Continent, but the Fredrikshald Canal, to which it leads, affords so many charming views, that the journey is well worth taking.

A Cirkular Ticket is issued for the Tour between Oslo—Fredrikshald—Tistedalen—The Fredrikshald Canal — Skulerud—Sørumsanden—Oslo, or vice versa. The trip takes 1½ days, the night being spent at Ørje or Skulerud. (From Oslo to Fredrikshald, 3½ hrs.) If, however, one is desirous of making the trip in the shortest possible time, one is recommended to travel in the opposite direction, starting in the morning from Oslo via Sørumsanden and the Urskog-Høland's railway to Skulerud, and continuing by the steamer to Fredrikshald, where one arrives the same night, arriving at Oslo the next forenoon. As the trip, however, can only be made in this way three times a week, the route should be carefully examined before starting.

The journey starts at Oslo from the East Station, and the railway line follows the east side of the Oslo Fjord to Bækkelaget, Nordstrand and Ljan (8 Km.). Hammer's Boarding House and Heim's Pension. Fine view of the fjord and the islands. From here it runs inland through the beautiful Ljans Valley, through the Sole Tunnel (80 Metres) to Hauketo; then on to Holm, and further to Oppegaard (18 Km.) and to Ski (24 Km. from Oslo).

From here the Eastern line branches off to *Askim*, *Mysen* and *Rakkestad* to *Sarpsborg* where it again joins the main line.

From Ski the western line continues to Aas (32 Km.), close to The Agricultural High School of Norway. In the park is a monument, erected in 1864, of C. M. Falsen, the father of the Constitution, whose manor was situated here.

From here is a good driving road to Drøbak, 13 Km. (Route 16).

Then we run past the stations Vestby and Saaner and through a monotonous landscape to

Moss (60 Km.). See Route 16. Between Moss and Horten steamer connections are made several times a day across the fjord, in connection with the trains to Drammen and Skien. From Moss the train bends in a S. E. direction through a flat and well-cultivated country, past the stations Dilling and Rygge to Raade (77 Km.), and then straight down to Onsø and

Fredriksstad (94 Km.). This town, with 16,000 inhabitants, lies on both sides of the river Glommen, which here runs into the sea. The town was founded in 1570, and now carries on an extensive Saw Mill industry as well as Timber export. The old fortified town lies on the east side of the Glommen, where also is the Castle Kongsten. The most important and populous part of Fredriksstad is what

was the old suburb, on the west side of the Glommen. Hotels: Jernbanehotellet, Victoria, Britannia and Schulz.

In the neighbourhood of Fredriksstad are several bathing establishments; Hankø Bad on the Oslo Fjord (steamer connection several times a day or 1½ hrs. by carriage); attractive scenery. The beautiful island, which is 6 Km. in length, is covered with woods, and is commonly called The Pearl of the Oslo Fjord. There are several big Hotels. The place is much frequented by pleasure yachts and during the famous "Hankø Regattas" there is much life here, many improvements having been made by the former Director, Mr. Barclay Meidell, whose wife was English. Torsøkilen's Bad near Hunnebunden (8 Km. from the town), and Høisand Bad, ½ hr. from Skjeberg Station, halfway between Fredriksstad and Fredrikshald, can also be recommended. From Fredriksstad a steamer runs up the Glommen to Sannesund near Sarpsborg, and to Hvaler, a beautiful group of islands at the mouth of the Oslo Fjord. Skjærhalden on one of the islands, is much visited. Skjærhalden's and Andersen's Hotels. There is also a steamer to Strømstad in Sweden, and during the summer a steamer three times a week to Oslo calling at Hankø, Larkollen, Moss, Son and Drøbak. This tour can be recommended.

The railway bends at Fredriksstad in a N. E. direction, and continues along the river Glommen to Sannesund and

Sarpsborg (100 Km.), 11,000 inhabitants, with Saw and Paper Mills and Wood Pulp Factories. Several of these belong to Borregaard and Hafslund, two old estates which used to be owned by an English Company, The Kellner Partington Co., Limited. At Hafslund there are also Electrical Works that supply most of the factories between Sarpsborg and Fredriksstad with power. Hotels: Kristiansen's, Victoria, and Bøndernes Hotel.

The line now leads across the Sarpsfoss, one of the biggest waterfalls in Norway, which is now principally used for industrial purposes. It then runs through a flat landscape past Skjeberg to Berg with pretty surroundings and through several tunnels to

Fredrikshald (Halden) (137 Km.), with 12,000 inhabitants, is splendidly situated on the Tistedal River and below the old Fortress Fredrikssten. It has considerable export of timber and other industries. Hotels: Grand and Halden. Fredrikssstens Fortress, where Charles XII was shot in 1718, is worth visiting, and seen from the

town looks very imposing (1—2 hrs., there and back). The old fortifications are marked out, and their situation shown by signs put up.

Fredrikshald is in steamer connection with Hvaler and Strømstad; also with Oslo 6 times a week, calling at Fredrikstad, Hankø, Larkollen, Horten and Drøbak (8 hrs.). The steamer trip affords more variation and prettier scenery than the railway journey.

From Fredrikshald there is a considerable incline, and the train runs past a succession of pretty landscapes and through the charming Tistedal Valley to Tistedal Station (141 Km.) on the Fredrikshald Canal.

The Fredrikshald Canal. The steamer *"Turisten"* as a rule leaves *Tangen* at Tistedalen and *Ørje* 3 times a week, and takes about 7 hrs. for the tour to *Ørje*. Restaurant on board.

The steamer proceeds up the attractive *Femsjø* (6.5 Km.), then to *Brekke* (4 locks) and along the *Stenselven* throug the *Ganerødstrøm* (4 locks) to *Krappeto* (2 hrs.) (4 locks), with pleasant landscapes. Further we steam along the *Stenselv* into *Asperen* (6.5 Km.), a charming lake surrounded by woods. *Holmegil,* at the S. E. corner of the lake, is called at, and we thence steam northwards and along the *Skotsbergelven* to *Skotsberg* (1 hr.), where again a halt is made.

Across the lake *Aren* (8 Km.) brings us to *Aremark* (1/2 hr.) and then through a lock to *Strømsfoss* (3/4 hr.) and along the *Strømselv River,* which is surrounded by cultivated fields and woods. Thence a trip up the long lake *Ømarksjø* (14 Km.), where the boat first calls at *Otteid* (1 hr.), and then at *Ytterbøl* (1/2 hr.). Steaming along the *Ørje River* brings us to *Ørje* on the *Rødenessjø* (1 hr.), where there are 3 locks. *Ørje Hotel* and *Lie's Hotel.*

From Ørje there is a Motor Car service to *Mysen* Station. (1 hr.). (From there by train via Ski to Oslo, 2 1/2 hrs.). From Ørje the journey is continued either the same night or the next morning, up the most beautiful of all the lakes, *Rødenessjøen* (16 Km.) to *Kroksund* (1 1/2 hrs.).

From here a road leads to *Sandstangen* or *Sæterlandet* at the southern end of the *Lake Øieren,* 2—3 hrs.; thence by steamer up the Øieren to *Lillestrømmen* (3 hrs.), and by train to Oslo (50 minutes). See page 58.

The Boat continues from *Kroksund* up to the end of Rødenessjø through the narrow strait at *Skirfos* and then across the *Skulerudvand* to *Skulerud* (1/2 hr.), the last station on the Urskog—Høland's Railway. Hotel. From Skulerud the journey is continued by the narrow gauge Urskog—Høland's Railway to *Sørumsanden* on the Lillestrøm—Kongsvinger line (see page 58 in about 3 hrs. It is an interesting tour, and 13 stations are passed. Here trains are changed, and the journey continued via Lillestrøm to Oslo (about 2 1/2 hrs.).

The line now bends off southwards, and continues across the hills, affording an extensive and attractive view, past Aspedammen and Præstebakke to

Kornsjø (169 Km. from Oslo). This is the frontier station between Norway and Sweden. In going southwards hand luggage is examined in the train between this station and the next one, Mon, and in coming northwards between Kornsjø and Fredrikshald.

The train now crosses the frontier and stops at Mon (178 Km. from Oslo) and then continues to

Ed (190 Km.), prettily situated above the lake Stora Lee. Ed is considered one of the best places in Sweden for staying at. The excursions to Stora and Lilla Lee, through the beautiful Dalslands Canal and to Pingsthøiden can be recommended. Hotels: Turisthotellet, Pension Ed, and Mühlbock's Pension.

Thence we run on to Bäckefors (208 Km.), and to

Mellerud (234 Km.). Railway Hotel. This is the junction for the trains to Kil and Falun. See page 60.

From Mellerud the train backs out and continues southwards to Öxnered and on to

Trollhättan (285 Km.), 10,000 inhabitants. Hotels: Railway Hotel and Stadshotellet. This is a manufacturing town, and the falls of Trollhättan are noted for their splendour. The waterpower station, which is the largest in Sweden, is well worth visiting. To visit them takes about 4 hrs. The Göta Canal between Gothenburg and Stockholm may be joined. See page 63.

From Trollhättan the train continues partly through open country and partly across hills, and by the side of the Göta River to Gothenburg (357 Km. from Oslo).

Gothenburg, 250,0000 inhabitants, is the chief city in Sweden next to Stockholm, and most important both commercially an industrially.

Hotels: Grand Hotel Haglund, Palace, and Eggers.

Principal Sights: The Museum, Trädgårds-Föreningen, Slottsskogen.

Excursions: Långedrag, a beautiful watering place with restaurant. Trollhättan with its waterfalls and water power station. Särö, a much frequented watering place.

From Gothenburg are regular steamer services to Hull, Grimsby, London, Copenhagen, Oslo and New York, etc. The steamers through the Göta Canal to Stockholm (55 hrs.) is well worth taking. This is one of the prettiest tours in Sweden. See page 63.

From Gothenburg to Malmö and Copenhagen there are 2 trains a day. The scenery is somewhat monotonous, although the train follows the coast line most of the way. The first station of any importance is Kungsbacka (28 Km. from Gothenburg), then Varberg (77 Km.), Falkenberg (108 Km.), and Halmstad (151 Km.) (Grand Hotel and Railway Hotel), and further on, Ängelholm (217 Km.).

Here the line to *Malmö* and *Trälleborg* branches off. See page 65.

From Ängelholm the train continues in S. W. direction to **Hälsingborg** (244 Km.). The view from here over the Sound is charming. The town in itself is pretty. 50,000 inhabitants. Hotels: Mollberg and Continental. Somewhat north of the town is the peninsula of Kullen; the bathing place Mölle, which is situated here, is much frequented.

Here we cross by steam ferry in 25 minutes (Customs) to **Helsingør** (Elsinore), 16,000 inhabitants. Much frequented in the summer by tourists on account of the many bathing places close by. Kronborg Castle is well worth a visit; it is renowned for the fact that the scene of Shakespeare's Hamlet was laid here. Hotels: Jernbanehotellet and Øresund. The excursion to Fredensborg Castle is recommended.

The train now continues southwards through pretty scenery and charmingly situated villages along the Sound to Copenhagen (656 Km. from Oslo).

Copenhagen, the Capital of the Kingdom of Denmark, with 700,000 inhabitants, was founded in the 12th century, and is a lively commercial city. Tourists are recommended to spend several days here.

Hotels: D'Angleterre, Terminus, Palace, Phoenix, Cosmopolit, Tourist Hotel, Kong Frederik, Kongen af Danmark, Hafnia.

Tourist Offices: Bennett's, The International Sleeping Car Co., Cook's, Danish State Railways, Dansk Rejsebureau.

Principal Sights: Copenhagen has many interesting and unique collections and museums. The well known sculptor, Thorvaldsen's Museum, the Rosenborg Castle, the National Museum, and the Glyptothek should all be included. Of other places of interest may specially be mentioned the Gefion Monument, the Round Tower, Amalienborg Palace, the Exchange Building, Christianborg Castle, and the Town Hall. A drive along the beautiful Langelinie, a promenade by the side of the harbour passing the English Church, and a visit to Copenhagens famous Tivoli at night should also be included.

Excursions*: By rail or motor car to Klampenborg, sea bathing resort. From here is a beautiful promenade through the deer park passing the fine Royal shooting box and the Hvidøre Villa, where the Dowager Empress of Russia resides.

* Motor cars may be ordered through the Tourist offices at tariff prices.

By rail to Fredensborg Palace. This was built in 1720 and is surrounded by the finest park in Denmark. The palace is the autumn residence of the Royal Family. It is well known as a meeting place for a great many of the European monarchs.

By rail to Roskilde. This is the historical city of Denmark, and was the residence of the Kings until 1445. Its main attraction is the Cathedral which is the burial place of the Danish Kings.

Resorts: Denmark is well known for its many beautiful watering places. The following are some of the principal. In Seeland: Skodsborg, Hareskov, Marienlyst, Hornbæk, Gilleleie and Tisville. On Fuen: Kristiansminde and Faaborg. In Jutland: Silkeborg, Fanø, Skagen, Vejle, Viborg, Ribe, Ræbild and Aarhus.

From Copenhagen there are regular steamer services to Great Britain, Sweden, Norway, Finland and Germany. The route from Esbjerg (Jutland) to Harwich is well appointed. See page 12.

Route 3.

From Oslo to Charlottenberg (Sweden) and Stockholm.

From Oslo to Charlottenberg 4 trains a day, and to Stockholm 2 (morning and evening).

The train starts in Oslo from the Central Railway Station, and the line rises considerably as far as Bryn (4 Km.), whence it runs past Alnabru to Grorud, and thence to Lørenskog and Strømmen (18 Km.), and descending to

Lillestrøm (21 Km.). Buffet. About 5,400 inhabitants. Lillestrøm Hotel and Jernbanehotellet. Here the lines divide, the Trunk Line bending off N.E. to Eidsvoll (Route 4) and the Kongsvinger Line, continuing along the lake Øieren to Fetsund (29 Km.). To the right may be seen Fet Church. A fine bridge (460 metres) takes us across the Glommen, which here falls into the Øieren, and we then proceed to Sørumsanden (37 Km.).

From here branches off the *Urskog-Høland's* Railway to *Skullerud*, whence steamer connection to *Tistedalen* (see page 55).

The next station is Blaker, and we traverse Raanaasfossen to Haga (49 Km.) and Aarnes (58 Km.) where

the river Vormen falls into the Glommen. On we go, past Sæterstøen and Disenaaen to Skarnes (Agness' Hotel), from which place a Motor Boat runs in connection with the trains from Oslo to Ringnes, Skjulstad, Semb, Berg, Austvatn, and Østmoen in Nordre Odalen.

From Skarnes the train continues to Sander in Odalen crosses the Glommen, and then runs past Galterud to

Kongsvinger (100 Km.), a town with 1800 inhabitants. Buffet. Lodgings at the station, which lies on the left side of the Glommen, the town being on the other, connected by a long bridge. Kongsvinger Hotel, Grand Hotel, Fru Grundseth's Hotel, Lundquist's and E. Olsen's. Above the town towers Kongsvinger Fortress (1,500 ft.), from which a charming view may be obtained.

From Kongsvinger the *Solør Railway* runs northward; first across flat country to *Roverud* (9 Km.), with big timber yards, and then gradually climbing up to *Brandval* (16 Km.), and thence on towards the *Glommen*, which here forms a waterfall, called the *Norsfossen*. Crossing the *Nors River* to *Nor* (20 Km.), we run past *Grinder* (27 Km.), and across a long stretch of heath to the western side of the lake *Gaardsjoen*, where the farm *Kongshov* lies. We then proceed past *Grue Church* and through *Kirkenær* (38 Km.) and *Navnaaen* to *Arneberg* (45 Km.), and crossing the river *Flisa* reach *Flisen* (50 Km.). *Flisen Hotel*.

A new bridge takes us across the *Glommen*, by the side of which we run to *Aasnes Church*, where a monument has been raised in commemoration of the Norwegians and Swedes who were killed in the fight at *Trangen* in 1808. On we go through fine woods past *Haslemo* (55 Km.), and then across the heath to *Vaaler* (64 Km.), a densely populated district, where lies *Vaaler Church*. After a long stretch of flat landscape we reach *Braskerudfoss* (70 Km.), and then cross a long heath to *Blandtjernmo* and *Jømna* (81 Km.), close to the river of the same name, noting the big *Factory of Jømna*.

We then enter the densely populated *Heradsbygd*, and passing the station of the same name (85 Km.), cross the waterfalls *Knapfossen* and *Haugsfossen* on big iron bridges. There is a pretty view up the river and down towards the waterfalls. At *Skjefstadfossen*, a little below the bridge, lie the *Electricity Works* that supply Elverum and Hamar with light and power. Immediately after crossing the *Glommen* the train stops at *Vesterhaug* (88 Km.), and the line then leads through woods to *Elverum* (94 Km. from Kongsvinger), from which place one can continue by train to Hamar or Trondhjem. (See page 67).

At Kongsvinger the valley of the Glommen is seen to the left, and the train turns eastward. For a short time the lake Vingersjø is followed, on the north side being noted the big farms Nesteby, Gjøsegaard (Sanatorium for consumptives), Skansgaarden, Skinnarbøl and Ovra (Overud). Thence we follow the Vrangselven river to Aabogen (112 Km.), and Eidskogen (122 Km.), known for the fight at Matrand in 1814. Passing Skotterud and running on to Magnor (133 Km.), we cross the frontier to

Charlottenberg (142 Km. from Oslo). Railway Hotel and Privathotellet. Passports and handbaggage are examined here. The trains continues to

Arvika (176 Km.), a small town nicely situated. Population 7,200. Hotels: Stadshotellet, Lööf's Hotel and Central Hotel. From here the train first passes through woods, but later on along small lakes and attractive stretches to

Kil (225 Km.), the junction for the Mellerud—Falun line. Railway Hotel, Nya Hotellet and Central Hotel.

(1). From Kil there is a line to *Mellerud* on the main line between Oslo and Copenhagen. The train leads over a high iron bridge passing the beautiful *Norsriver* and continues on to

Edsvalla (11 Km.). Old iron works, a sulphite factory, and a saw mill will be found here. Further to *Grums, Slottsbron* and *Segmon,* where also sulphite factories are erected. The train passes through birch and pine woods and gives a glimse of the lake *Vänern,* the largest lake in Sweden. The next stop of interest is

Säffle (51 Km.) with a population of 3000 souls. *Hotel Royal.*

Then comes

Åmål (68 Km.) a small town with 6000 inhabitants. Hotel: *Stadshotellet.* From here there is nothing special to be seen until one arrives at *Tösse* when the scenery gets more attractive and the view over the Vänern more extended. A few woods are passed and finally one arrives at

Mellerud (109 Km.). See page 56.

(2). *The Mellerud—Falun line* continues from *Kil* in a northerly direction through a well cultivated country and with a number of interesting places through a valley to

Deje (16 Km.) with its lovely waterfall and good salmon fishing. There is also a paper mill and a sulphite factory here. The train then crosses over the *Klara River* with beautiful scenery, and after having passed *Molkom* with many small lakes arrives at

Herrhult (72 Km.) a railway junction. The scenery then becomes still more attractive and the beautiful places *Loka* and *Skatviken* are passed. The views, expecially to the left, are well worth noticing. The next station is

Bredsjö (120 Km.) after which the line leads through a mining district to the town of

Ludvika (176 Km) with a population of 4500 souls. From here there are three lines, one to *Leksand* and *Rättvik* and one to *Falun* and *Rättvik* (see Route 29) and another southwards following the *Kolbäks River* through districts with hills and lakes. One then arrives at

Smedjebacken (192 Km.), an industrial town which has developed very rapidly. Beautiful scenery. Then on to

Fagersta (222 Km.) which is one of the most considerable industrial centres in Sweden. 2 Km. further on is

Västanfors (224 Km.) a junction with the line Mjölby Krylbo. Hotels: *Hotel Gästis, Nya Hotellet* and *Central Hotel.* The Kolbäcks River is still followed. Then the train passes *Ängelsberg* and *Ramnäs* and arrives at

Tillberga (287 Km.) which is also a railway junction. A line leads from here to *Västerås* and *Eskilstuna* and another one to *Sala.* Passing big farms the train arrives at

Enköping (314 Km.), an old town from the 13th century. 6000 inhabitants. Hotels: *Stadshotellet* and *Nya Hotellet.* From Enköping the train continues through varied scenery, crosses the *Almaristäket,* the waterway from Stockholm to Uppsala and finally arrives in

Stockholm. See page 61.

(3). A third detour from *Kil,* which embodies some of the finest scenery in Sweden, is the route *Kil—Torsby—Dalecarlia.* From Kil about 10 minutes by train to *Fryksta,* whence by steamer up the *Fryken Lakes,* which are very lovely, as far as *Torsby* (6 hours sail), and from there by motor car to *Mora,* a lovely tour of about 180 Km. From Mora across the beautiful *Siljan Lake* to *Leksand* or *Rättvik,* which places are in railway connection with Stokholm. *Dalecarlia* with Mora, Leksand and Rättvik is the district in Sweden where the old Swedish costumes are still used.

From Kil the through line to Stockholm continues to

Karlstad (244 Km.), a town with 20,000 inhabitants, prettily situated at the head of the Lake Vänern. Hotels: Stadshotellet, Grand Hotel and Hotel Drott. The train thereupon continues through attractive districts and along the lake to

Kristinehamn (284 Km.), a small town with about 12,000 inhabitants. Hotels: Stadshotellet, Nya Hotellet, and Hotel Svea. The railway line then ascends a hill and continues through woods with picturesque views past the stations Strömstorp, Degerfors (big iron works) and Svartå. From here there is a branch line to Örebro. Then past Porla and on to

Laxå (345 Km.), an important junction on the main line between Stockholm and Gothenburg (see page 63). Railway Hotel. Then through beautiful landscapes to

Hallsberg (375 Km.), where the line crosses the one between Krylbo and Mjölby. Then through woods to Högsjö and further past plains and lakes to

Katrineholm (440 Km.). Hotels: Stadshotellet and Railway Hotel. Branch line to Norrköping. The line continues to

Flen (463 Km.), a junction for the trains to Eskilstuna, Nyköping and Axelösund. Then on to Järna, where the line Stockholm—Malmö is met. Having passed Södertälje the train is soon in the beautiful suburbs of Stockholm and enters at the Central Station (574 Km.).

Stockholm. 450,000 inhabitants. This is undoubtedly one of the most beautiful towns in the North of Europe. The old part of the city extends over several islands and along Lake Mälaren. In 1255 Stockholm received its first charter, but the first settlements took place much earlier. Tourists are recommended to spend some days here.

Hotels: Grand Hotel & Grand Hotel Royal (both Hotels connected), Continental, Strand, Anglais, Terminus, Excelsior, Regina, Kronprinsen, Astoria, Park, Klara Larsson, Stockholm's Hospits, Grand Pensionat Dehn, Belfrage, etc.

Tourist Offices: Bennett's, State Railways, Nordisk.

Principal Sights: The National Museum, containing a well known art gallery, the Northern Museum (historical), the Riddarholm Church, in which the Swedish Kings have been interred, the Royal Palace, the House of Parliament, the Town Hall, the House of Peerage, and the Court Hall. Djurgården is the principal park in the city. Here will be found "Skansen", where a number of old houses, church belfries, etc., are situated. It also contains a zoological garden.

Excursions*: Stockholm is noted for its beautiful surroundings; and especially for the well known royal palaces and castles and for its private palaces and manor houses. The following trips can specially be recommended: to Drottningholm, to Gripsholm and Skokloster, to Saltsjöbaden, and to Uppsala, the old University town (see Route 29).

Stockholm to Visby on Gotland. This excursion is well worth making. By train to Nynäshamn in 1½ hrs., thence by steamer every night for Visby (6—7 hrs.). Hotel: Stadshotellet. Or by direct steamer from Stockholm three times a week. Visby is an old town, and was of great importance during the Hanseatic period. The buildings from that time, now partly ruins, are interesting and give the picturesque town its well known charm. Hotels and Restaurants: Städshotellets Terasse, D. B. W. Pavillion, Burmeister House Gardens, and Snäckgärdsbaden. Excursions can be made to Roma Monastry, Snäckgärdsbaden and Kneippbaden, etc. Steamer back to Nynäshamn every night, which connects with a train to Stockholm.

Stockholm to Gothenburg through the Göta Canal:

From Stockholm a great water highway, consisting of lakes, rivers and canals, runs like a blue ribbon through the rural district of Central Sweden to Gothenburg, the largest seaport-town in Sweden. This waterway is known in its entirety as "The Göta Canal". Of its total length of 500 Km. two thirds are formed of natural channels, whilst the remainder consists of canals made by blasting and excavating. There are as many as 65 locks, raising vessels navigating the canal to a height of no less than 91,5 metres above sea level and then gradually lowering them again as the termination of the route is approached. The idea of constructing this unique highway for ships originated

* Motor cars may be ordered through the tourist offices at tariff rates.

as far back as the 16th century, but it was not until 1832, after the passage of several centuries, that the enterprise was carried to completion. Nothing could be more beautiful than this journey through some of the finest parts of Sweden with their stamp of Swedish culture from even the oldest times, and there hardly exists many other tourist-routes, where the traveller can so thoroughly enjoy his "dolce far niente" as here, where a constantly changing scenery meets his eye.

From Stockholm the journey by the Göta Canal leads through Lake Mälaren, one of the finest in Sweden, to the Södertälje Canal with the town of the same name, and through the lovely archipelago of the Baltic with arrival at Söderköping, in ancient times a mighty commercial town, now an idyllic watering place. Close outside the town, are situated the ruins of Stegeborg, a castle that belonged to King Gustavus Wasa. King Johan III was born here. The lakes Roxen and Asplången are passed, and arrival in a couple of hours at Berg with its 15 locks at which place the old Vreta Convent Church may be visited. Lake Boren is passed and arrival is made at Motala, one of the big iron industrial towns in Sweden. From Motala the steamers come to Vadstena with its splendid old Wasa-Castle and the celebrated convent church founded by St. Birgitta. The Stockholm—Jönköping steamers also call at many other well-known places: the fine Mount Omberg, the Isle of Visigsö, with its old ruined castle, where Count Per Brahe, treasurer of the realm, established one of the first printing presses in Sweden, and the towns of Hjo, Grenna and Jönköping.

From Vadstena the steamers pass the lakes Vättern and Bottensjön into the idyllic Viken, then through the eastern part of the Göta Canal with its highest point, 92 metres above sea-level. The steamers pass lake Vänern, the third in size of the lakes of Europa, where we get a sight of Leckö Castle, to the town of Vänersborg. From Vänersborg the steamers come to the town of Trollhättan with its waterfalls and one of the largest electric power stations in the world with 13 aggregates delivering no less than 165,000 turbine horse-power. (See page 55). Here the steamers pass into the modernized Trollhättan Canal and through the first locks, the gates of which are worked by electricity. The steamers are on an average raised no less than 7 metres in each lock by the water being let into the lock from underneath at the rate of up to 110,000 litres a second.

From Trollhättan the journey by the Göta Canal leads down the Göta River past the ruined castle of Bohus and finishes at the rivers outflow in the North Sea, where Göteborg, the second town of Sweden, is situated. (See description on page 56.)

Stockholm to Gothenburg by train:

From Stockholm to Laxå (229 Km.) same route as from Oslo to Stockholm (page 61).

The train continues now in a southwesterly direction through monotonous scenery. To the left Bodana Church and to the right Finnerödja Church. View of Lake Skagern. The station Gårdsjö (252 Km.) is then reached. A branch line here turns off to the right, follows Lake Vänern and continues to Gothenburg. The main line turns to the south and crosses the Göta Canal at

Töreboda (274 Km.). Passing several churches.

Moholm (287 Km.) is reached. Junction for trains to the picturesque town of Mariestad on the shore of the lake Vänern. Further southwards to

Skövde (313 Km.). A garrison town of about 10,000 inhabitants. Hotels: Hotel Billingen, Järnvägshotellet. The town is prettily situated at the foot of the hill Billingen. The train now leads through fine scenery to

Stenstorp (329 Km.). Junction for trains to Hjo, Lidköping and Skara. Further to

Falköping Ranten (344 Km.). Important junction for trains to Jönköping, Nässjö, Ulricehamn and Halmstad. Population 3,000 souls. Not far away lies the watering place Mösseberg. In the district round about several graves from the Stone Age have been found. The railway line now passes its highest point and descends gradually to

Herrljunga (378 Km.), which is an important junction for trains to Borås, Vänersborg, Öxnered and Uddevalla. The train now follows Säveån River to

Alingsås (412 Km.). Picturesque town with 6,500 inhabitants. Hotels: Stadshotellet, Privathotellet. From Alingsås the lake Mjörn is passed. At Lövekulle there is a monument showing the place where the first Swedish railway was built (1855). After passing the lake Sävelången a stop is made at Olskroken, a junction in the town of Gothenburg, and a few minutes afterwards the train arrives at the main station at

Gothenburg (458 Km.). For description see page 56.

Stockholm to Malmö by train:

The railway line from Stockholm to Malmö passes partly through forests and partly through well cultivated country. After having left Järna (see page 61) the first station reached is

Nyköping (105 Km.), an old picturesque city of about 12,000 inhabitants. Hotel Standard. From here the line goes through the Lundadal Valley following the river Kilaån and continues past fertile meadow-land to Getå and on to

Norrköping (164 Km.). This is an important manufacturing town as well as a considerable sea-port. Norrköping has 60,000 inhabitants and is the fourth town in size in Sweden. Hotels: Standard Hotel, Göta Hotel, Stora Hotellet and Central Hotel. The railway line continues to

Linköping (211 Km.). Residence of the Bishop. 28,000 inhabitants. Hotels: Frimurarehotellet, Stora Hotellet, Park Hotel and Central Hotel. The train now passes Kärna Church and follows the river Svartån to Strålsnäs. The next stopping place is

Mjölby (243 Km.). A small town with about 6,000 inhabitants. Hotels: Railway Hotel, Central Hotel and Privathotellet. Here is the junction for the Krylbo — Örebro — Hallsberg — Motala — Mjölby Railway. Now the line goes more southwards, follows the Svartån river, and the scenery is getting more attractive. The line then gradually ascends and the train is soon in the district of Småland with fine woods, high hills, and numerous small lakes. The next place of interest is

Nässjö (342 Km.), a town with 9,000 inhabitants. Hotels: Stadshotellet, Continental and Central Hotel. Important Railway junction with one line going to the left to Kalmar and another to the right to Jönköping. The line continues through woods and cultivated lands to

Sävsjö (360 Km.). Small place with 1,700 inhabitants. Hotels: Railway Hotel and Stora Hotellet. Thence on moors and afterwards through leafy woods to

Alvesta (418 Km.). Railway junction; to the left to Kalmar and Karlskrona, and to the right to Gothenburg. Thence passing beautiful Lake Salen one arrives at

Vislanda (432 Km.). The scenery is now becoming more varied. The next station is

Älmhult (466 Km.). 1,500 inhabitants. The landscape

are now beautiful, especially while passing along the Lake Osbysjön and the river Helgaån. At the next station **Hässleholm** (517 Km.), one gets into the district called Skåne, which is the most fertile part of Sweden. This is the junction for the train to Hälsingborg (see page 57). The line now passes the beautiful lake of Finjasjön and the next station is

Eslöv (566 Km.), a small manufacturing town with 6,000 inhabitants. Hotels: Stadshotellet, Hotel Nilson. Then on through the same kind of landscape to

Lund (583 Km.). The University city of South Sweden. 24,000 inhabitants. Hotels: Grand Hotel, Railway Hotel. The Cathedral, built in 1145, is one of the finest in Scandinavia. The crypt is one of the largest in the world. In one hour one reaches

Malmö (600 Km.), the third largest town in Sweden, with 120,000 inhabitants. Important as a port and trading town. Hotels: Cramers, Savoy and Anglais. 1½ hours south of Malmö lies Falsterbo Baths, a good place for a stay.

From Malmö 1½ hours by ferryboat or steamer, or 10 minutes by aeroplane, to Copenhagen (see page 57).

Route 4.

From Oslo to Trondhjem through Østerdalen.

The only railway connection between Oslo and Trondhjem went through the Østerdal until the autumn 1921 when the Dovrebane (between Dombaas in the Gudbrandsdal and Støren in Opdal) was opened. During the summer there are still direct trains, but in winter one generally leaves Oslo in the morning, arrives at Røros at night and continues to Trondhjem next morning arriving there about noon. From Oslo to Hamar the line is broad gauged, from Hamar to Trondhjem narrow gauged: it is therefore necessary to change trains at Hamar. The train starts in Oslo from the Central Station (Østbanen). There are 90 stations on the way.

Oslo to Lillestrøm (21 Km.). See page 58.

From Lillestrøm (Buffet) the train runs N.E. across moors and plains to Leirsund and Frogner (30 Km.), after which the line inclines to Kløften (36 Km.) and to Jessheim (45 Km.), the station for the Drilling Ground of Gardermoen, 7 Km. N.W. Thence it proceeds through wooded country to Hauersæter (50 Km.), the highest point of the line (730 ft. a.s.), and then descends to Dal

(57 Km.), and along the river Risa. Traversing the Løken Tunnel we reach Bøn (62 Km.), the nearest station to Eidsvoll Works and the Bøn Wood Pulp Mill. Following the Andelv we soon reach

Eidsvoll (65 Km. from Oslo). Buffet. Jernbanehotel. At a distance of 6 Km. is the Eidsvoll Building, where The National Assembly declaring Norway an independent country was held in 1814. The building, which belongs to the State, is of wood, and can be seen daily by applying to the custodian, who lives on the spot. Carriages may be had at Eidsvoll. Eidsvoll is the starting-point for the steamers on the Lake Mjøsen (see page 72).

From Eidsvoll the train follows the river Vormen, passing Eidsvoll Popular High School, on the right, to Minnesund (75 Km.), where Lake Mjøsen begins. It then crosses by a lofty iron bridge the Minne Bro, and runs along the eastern shore of Lake Mjøsen, with a splendid view of the lake and the hills in the background, to Morskogen (84 Km.). At Søndre Ulvin, close by here, visitors are received. Soon Korsødegaardsviken is traversed to Espen (97 Km.), and a run made through fertile country past Tangen (102 Km.) to Stange (114 Km.). Ottestad (119 Km.) is then passed, and an embankment across the Aakerviken negotiated to

Hamar (126 Km. from Oslo). 425 ft. a.s., 6,000 inhabitants. Restaurant. Here trains are changed.

The broad gauge line continues northwards along lake Mjøsen to Lillehammer and through Gudbrandsdalen (see page 72).

Grand Hotel, opposite the station, and the Victoria Hotel close by. The See of Hamar was established in 1152 by Nicholas Breakspear, the first and only English Pope (Adrian IV). The ruins of the Cathedral, which he founded, may be seen in the distance, and are about ½ hr's. walk from the station.

At Alaug, 3 Km. from the town, is a sports hut, where refreshments may be had. Splendid view. A drive to Ormesæter, 5—6 hrs. there and back, can also be recommended. A new Tourist Hotel Høsbjør has been erected in the mountains near Brumunddalen. A motor car road leads up to the hotel (25 minutes).

From Hamar the narrow gauge line leads eastward through the fertile district of Vang, with its big farmhouses, to Aaker (129 Km.), and thence past Hjellum, Ilseng, Hørsand (139 Km.), and Aadalsbruk (600 ft. a.s.), to Løten, thence descending past Midtskogen down to

Elverum (158 Km.). Central Hotel. Buffet. A long

bridge crosses the river Glommen. The many houses near the church and the Terningmoen Leir (camp), give the place the appearance of a small town. Here commences the Østerdalen with its immense forests and prosperous looking farms. A big Horse and Timber Fair is held here annually in the winter.

From Elverum the *Solør Railway* leads to Flisen and on to Kongsvinger (see page 59).

There is also a road to *Trysil* (75 Km.), the stations being *Nybergsund* (68 Km.) and *Trysil* (7 Km.). Between Elverum and Trysil there is a regular motor car service.

From Elverum the line bends off northwards past Grunnset (164 Km.), Øksna and Aasta to

Rena (190 Km.). Buffet. Quarters at Hotel Trudvang and at Anne Bay's. Here the river Rena, which comes from the Storsjø, falls into the Glommen; handsome bridges crossing both rivers.

From Rena a road leads to *Diset* (25 Km.), and on to *Løset* (8 Km.), whence it is 7 Km. up to te lake *Storsjøen*. Immediately above the bridge, which crosses the river *Osa*, about halfway between Rena and Diset, a side road leads to *Brevik* on the lake *Ossjøen* (30 Km.). A motor car service is maintained up the Rendalen valley as far as *Sjølisanden* (50 Km.) and from Rena viâ *Osen* (35 Km.), *Jordet* (30 Km.), *Engerdal* (42 Km.) and to *Fæmund Hotel* (25 Km.) on *Lake Fæmund*, altogether 132 Km.

Leaving Rena the train passes on the right the Kilde estate and on the left Sorknes, and then crosses the river Hovda to Stenviken (204 Km), proceeding by a long bridge across the river Glommen to Ophus and Rasta. Further up are seen the estates of Evenstad, Mokleby and Messelt and the Rognvola mountain. At Messelt the Imsdalen opens out, a valley which penetrates into the mountains nearly as far as Gudbrandsdalen. We then pass Stai (780 ft.) to

Koppang (247 Km.). 1,175 ft. a.s. Buffet. Hansen's Hotel, Jernbanehotellet and Koppang Hotel.

From Koppang there is a side route to *Rendalen* and *Tynset: Buruen* (9 Km.) on the *Storsjøen Lake*, and *Aakre* (17 Km.) to *Berset* (19 Km.). Thence a road runs across *Tyldalskjølen* and through the pretty *Tyldalen* to *Engen* (34 Km.), and *Tynset* (18 Km.). A motor car service is maintained from Koppang.

There is also a side route, for pedestrians only, to the lake *Fæmund* from *Kvernes* viâ *Mistervolden*, *Holla*, *Klara* and *Sundet* to *Galten*.

The landscape now becomes wilder and more attractive, as we traverse the finely-wooded Glommedal, with the river running through rugged depths far below. Passing Bjoraanesset and getting a fine glimpse of the Rondane Mountains in the background, we presently reach

Atna (272 Km.). Hotel Fjeldvang. Quarters at the posting station of Atnosen.

From Atna a road leads past *Hirbroen*, *Storbækmoen* and *Sollien's Church* to *Brænd* (30 Km.), and on to *Snødølsvolden*, *Vuluvolden* and *Utti* (19 Km.), where Brænd takes in summer guests. At *Atnbroen*, close by, guests are also received. From here we can proceed by motor boat to *Buvolden* and on foot to *Musvoldsæteren* (quarters), from which place the peaks of *Rondeslottet* (7,600 ft.), *Storronden* (7,500 ft.) and *Hogronden* (7,400 ft.), the greatest heights of the *Rondane* mountains, may be ascended.

From Atnbroen a cart track also takes one over to *Krokhaugen* in the *Foldalen* valley (31 Km.). Another road leads past *Hirbroen* and *Holbækstuen* to *Hirsjøkjølen Sæter* (summer resort), and on to *Storfjeldsæter* (18 Km , 4½ hrs.), a large and good hotel and summer resort about 3,300 ft. a.s. A motor car can be had from Atna. Both from Storfjeldsæter and from Atnbroen pedestrians can cross the mountains to Gudbrandsdalen.

From Atna the train continues up the narrow valley to Hanestad (1,275 ft.), where on the left may be seen the mountain Grøtingsbratten (5,000 ft.). (From here a pretty motor car road leads across the mountains to Øvre Rendalens Kirkestue in the Rendal.) The most southern peak of the Bellingen is seen now and then as we proceed to Barkald (304 Km.) and Bellingmoen (312 Km.).

In the neigbourhood of Barkald lies the well known *Jutulhugget*, a wild ravine about 600 ft. deep. Quarters at *Urstrømmen*.

Alvdal (324 Km.), 1,690 ft. a.s. Steien's Hotel, close by the Station; also Dæhlie's Hotel to the right. Steimoen and Tronsvangen Pension. Fishing may be had in the Folla and Glommen near the hotels.

From Alvdal a good road leads through the Foldal to Hjerkinn on the Dovre Mountain (Route 5). The distance is 75 Km. and the journey can be performed by motor car. The first stage is a drive to *Moan* (25 Km.), and thence by a pretty road through the *Foldal Valley* to *Krokhaug* (16 Km.), near *Foldal's Church*, from which is a fine view of the Rondane and Snehætta. From there a bridle path leads across to the Rondane (see above), and to *Dalholen* (14 Km.).

Between Krokhaugen and Dalholen, in the mountains to the right, are the *Foldal's Works* and mines, from which an elevated railway which crosses the road several times, leads down to Alvdal. For pedestrians a direct and easy path leads from here through *Kvitdalen* to *Kongsvold*.

From Dalholen to *Hjerkinn* is 12 Km., the last 6 Km. being very hilly.

From Alvdal the railway runs past Auma (337 Km.) to **Tynset** (347 Km.), 1,630 ft. a.s. Buffet. Bjørnsmoen's Schulrud's, Sevaldsen's and Victoria Hotel. Several walks and mountain climbs may be had in the neighbourhood, among the latter being Tronfjeld (7,300 feet).

From Tynset a carriage road leads through *Kvikne* to *Ulsberg* in Opdal valley to *Fosbakken* (17 Km.), *Nytrøen* (10 Km.), *Stoen* (13 Km.), *Frenstad* (10 Km.), *Næverdal* (13 Km.), and *Ulsberg* (11 Km.). Se Route 5, page 80.

Continuing the journey northwards, the river Glommen is followed through monotonous landscapes to Telneset, Tolgen and Os, and by a side line backwards into

Roros (399 Km.), 2,050 ft. a.s. Buffet. Bergstaden's Hotel. The Copper Works, the Smelting Hut and the Church are worthy of inspection. This mountain town with 5,200 inhabitants lies on the Hitterelven (Hytteelven), and was founded in 1646. The excursion to Skaarhammerdal (½ hr.) can be recommended; also that to Rismosjøen, Skaakaarfjeldet, etc.

A road leads from Roros to *Malmagen* in Sweden, affording some fine mountain views. It first runs through birch woods to *Jensvolden* (17 Km.), and then through magnificent scenery to *Skotgaarden* (18 Km.). From Skotgaarden the road runs across the frontier past *Fjälnäs Sanatorium* (8 Km.) down to *Malmagen* (21 Km.). There is a motor car route from Roros to *Fjälnäs* (56 Km.).

Immediately before arriving at Skotgaard a road branches off southwards to *Sønderviken* on the *Femund Lake* (5 Km.), from whence a steamer runs down the Lake to the lower end, *Femundsenden* (60 Km.). Hotel. From Femunden a direct road runs along the *Haarelven* to *Sæteren* (16 Km.), and from there to *Langen* (17 Km.), 3 Km. from *Sønderviken*, the stopping place for the steamer. Roros to Femund motor car route 36 Km.

From Røros the line runs through stretches of moor and sand and along the Glommen to Nyplass (406 Km.); then across the Glommen to Jensvold (412 Km.), in the Rauedal, the surroundings of which are very charming. On the Aursunden lake, 2 Km. east of Jensvold, a small motor boat is now running, and there are many opportunities for interesting mountain climbs. Just beyond Jensvold the railway passes its highest point (2,230 ft. a.s.), marked by a pillar.

The river now runs northwards and the line gradually sinks down to Tyvoll (420 Km.), from whence a side line leads to Arvedal's Mines, high up in the mountains. Here the most interesting part of the railway journey commences, the line winding downwards in great curves and over projecting rocks. The river Gula is crossed on a high bridge to Reitan (1,800 ft.), from whence a bridle path leads across to the Stuedalen Valley. Quarters may be had at the farm Reitan 15 minutes from the Station. Close by are the Killingdal's Copper Works with an elevated railway.

Further downwards we pass Stensli (443 Km.), and then run through a couple of tunnels and traverse the interesting Drøilierne. Negotiating five tunnels and crossing the river Drøia by a high bridge, we soon afterwards reach Holtaalen, from whence there is a mountain path across to Tydalen.

The line then sinks quickly into the bottom of the valley, and the landscape is pretty, though somewhat monotonous. Thence it runs on to Langlete (463 Km.), Reitstøen

(472 Km.), and Singsaas (480 Km.). A couple of tunnels bring us past Bjørgen (486 Km.), Kotsøy and Rognes, and we then by a covered bridge cross the river Gula to

Støren (510 Km.). 225 ft. a.s. Buffet. Hotel Støren and Hotel Norge, both near the Station.

From here the railway starts across the Dovre mountain (Route 5).

From Støren the line continues past Hovin (517 Km.), and across the river Gula, passing the Gulfoss and Horg Church to Lundamo (524 Km.), and then by Ler to Kvaal (534 Km.), where an extensive view opens out, the line lying high up.

Gradually sinking into the bottom of the valley we pass Søberg (538 Km.), and Melhus Church and, having left Melhus behind, the line again ascends and soon afterwards crosses several hills before reaching Trondhjem.

From Melhus there is a road through attractive landscapes to *By* (25 Km.), and on to *Lisbetsæter* (4 Km.). The last part of the road is hilly.

The line continues on to Nypan and by a steep incline to Heimdal (551 Km.), which lies on the big Moor of Heimdalen.

We now cross the plateau, and on the other side, to the right, get a glimpse of the Lille Lerfoss. Running through a tunnel, Trondhjem is seen ahead, and then the line descends abruptly and passes through a tunnel under the Ilevolden and on to the shore of Trondhjem Fjord, finally reaching Trondhjem Station (561 Km. from Oslo).

For description of Trondhjem and Environs see Route 26.

Route 5.

From Oslo to Trondhjem through Gudbrandsdalen and over the Dovre Mountains.

Since the railway across the Dovre Mountains was opened during the autumn of 1921 one has now a broad gauged line between Oslo and Trondhjem, a day train and a night train. The beautiful valley of Gudbrandsdalen and its changing scenes with the mountain scenery of Dovre are in themselves sufficient to make the railway journey attractive. Since the railway between Hamar and Otta was built, the old route via the Mjosen Lake is less used, but if one has

a day to spare, the steamer tour — especially in good weather — is to be preferred. In that case one takes the morning train from Oslo to Eidsvoll, thence steamer to Lillehammer, continuing the next day to Trondhjem.

Oslo—Hamar, 126 Km. See Route 4, pages 66 and 67.

From Eidsvoll to Lillehammer by steamer viâ Lake Mjosen. Taking the morning train from Oslo to Eidsvoll, we reach Lillehammer in the afternoon. Leaving Lillehammer shortly after, the steamer calls at Gjøvik and Eidsvoll in correspondence with the evening train to Oslo. In addition to this express route, there are local steamers between Hamar, Gjøvik and Lillehammer.

From Eidsvoll we steam up the river *Vormen* to *Minne Bridge,* one of the finest railway bridges in Scandinavia. Here commences *Lake Mjosen,* which has a length of 99 Km. and is the largest lake in Norway, although its greatest width does not exceed 16 Km. The scenery, although not grand, is pleasing to the eye, and as one proceeds up the lake, it becomes more and more attractive. *Hedemarken,* on the eastern side, is one of the most fertile districts in Norway. In the middle of the lake is the big island *Helgo,* and on the western side are the districts of *Østre* and *Vestre Toten, Vardal* and *Biri.* The steamer stops on its way only at Gjøvik.

The town of **Gjøvik,** with 5,000 inhabitants, lies at the mouth of the river *Hundselven. Victoria Hotel, Gjøvik Hotel* near the steamer pier. In the neighbourhood of Gjøvik there are many pretty walks, and the district is suited for winter sport. From Gjøvik to Oslo by train viâ Eina (see Route 10), in 4½ hrs. (3 trains a day); or we can cross to Valdres, either by train viâ *Eina,* or by motor car to *Stangstuen* (19 Km.), and thence to *Odnes* (18 Km.), a station on the Valdres railway (see Route 10). From Gjøvik to Hamar there are several steamers a day in connection with trains.

From Gjøvik to Lillehammer, 2 hrs. The lake is here considerably narrower and the scenery more attractive. For description of Lillehammer see below.

From Hamar the railway line follows, to begin with, the eastern shores of the Mjøsen, and then crosses to the Furnesfjord, which it follows to Jessnes (133 Km.), and Brumunddalen (140 Km.). Quarters at the posting station.

An excursion to *Høsbjorkampen* (1,900 ft.) is recommended and takes about 6 hrs. *Høsbjør Sanatorium* see page 67.

The train continues to Veldre (144 Km.), Tande (152 Km.), opposite Ringsaker Church, and Moelven (156 Km.). Moelven's Hotel. We then closely skirt the shores of the Mjøsen, the first stop being at Ring (158 Km.), followed by Brøttum and Bergseng (Nedre Berg Pension), and finally reaching

Lillehammer (184 Km. from Oslo), 5,200 inhabitants. The town lies at the northern extremity of the lake Mjøsen and at the very gate of the Gudbrandsdal. Hotels: Victoria, Grand and Breiseth's; Engeland's Pension; Langset Pension, 2½ Km. out of the town; Wiese's Hotel, Sole Hotel, etc. Skogsborg and Skogli close to the town. Above the town, with a charming view, lies Lillehammer Tourist Hotel, built in 1911.

Lillehammer is known for its beautiful and bracing situation, and travellers, who can afford the time, are strongly recommended to stop here. Mr. Sandvig's fine collections of antiquities and the old houses at Maihaugen are about 10 minutes' walk from the station, and of their kind unique. Silver and filigree work at Frisenberg's, the well-known meerschaum pipes at G. Larsen's. The town is intersected by the river Mesna, which forms several waterfalls on its course down to the Mjøsen, and among these the Niagara, or the Helvedesfoss, lie only 5 minutes' walk from the Tourist Hotel. The Mesnalien's Consumptive Sanatorium and Mesnalien's Tourist Hotel lie 14 Km. S.E. of Lillehammer. From Mesnalien a road runs to Sjusjøen lake, where Sjusjøen Sanatorium and Sjusjøen Pension are erected.

Of Boarding Establishments near Lillehammer the following may be mentioned: Balberg (6 Km.), Balbergkampen (8 Km.), Gjørlien (6 Km.), Baadshaugen (11, Km.), Hindklev (6 km.), Nordsæter (14 Km.). On the west side of the lake Mjøsen are Feiring's, Lekshus, Sveen and Solvang Pensions. For excursions Mr. S. Iversen's motor cars are recommended.

Leaving Lillehammer the line crosses the river Mesna to **Faaberg** (192 Km.). Brunlaug Hotel. Near Faaberg is Storhove Agricultural School.

From Faaberg a road leads up the *Gausdal Valley*, where several summer resorts are situated. The principal ones are *Engeland, Evenvold, Veisten, Fosset, Mo, Toft, Granheim* and *Kornhaug*, the three last being sanatoria for consumptives. Motor cars run regularly up the valley.

From here starts the route to Jotunheimen through Gausdal and Espedalen. See Route 8, III.

Continuing up the valley, we reach

Hunder (197 Km.), where there are several pensions, among which may be mentioned Nermo, Fossegaarden, Aasletten and Hornsjø Mountain Hotel (3,000 ft. a.s.) 24 Km. from the station. The ascent of the Næverfjeld (3 hrs.) may be recommended.

We then cross the river Laagen on a bridge at the fall Hunderfossen, and reach Øier, where is the Tingvold summer resort. Another run through pretty country brings us to

Tretten (214 Km.). Hotel Losnaos, where boarders are received, also at Holmen, a little below on the other side of the river.

From Tretten a road leads to Winge's Tourist Hotel, 5 Km. (1,900 ft. a.s.), and to the pensions Østerlid

and Bauker (12 Km.); also to Gausdal Mountain Hotel 17 Km. (3,000 ft. a.s.). Gjefsen Sæter is close by. From the hotel a carriage road has been made across the mountains to Fagerhøi (14 Km.), and on to Lauvaasen (8 Km.), and to Golaa (10 Km.), and thence to Fefor (5 Km.). This road affords a splendid approach to a number of excellent mountain hotels and is continued as far as Tofte (see below).

The railway now follows the western shore of the Losnaos Lake to Losna (224 Km.), and then to Faavang (232 Km.). About 1 Km. from this station lies Tromsa Pension. (Between Faavang and Ringebu the old Stave Church of Ringebu is seen.)

Crossing the river Laagen by Ranklev Bridge, we continue by its western shore and through flat country to

Ringebu (243 Km.). Buffet. Here lie the summer Pensions Gunstad and Bø.

A mountain path, leads across to *Storfjeldssæter*. See Route 4, page 69.

From Ringebu the line continues below the mountain Kjonnaas, then through a wood, and across the river Frya to Steig, a chieftain's seat from the Middle Ages. Passing the farm of Hundorp we reach

Hundorp (252 Km.), where a monument was erected in 1907 to the memory of St. Olav. Close to the station are the Hundorp Posting Station, Lillehove Pension and Almo Pension, and 7 Km. up in the mountains on the other side of the river is the Tofte Health Resort (1,900 ft.), open all the year round. On the mountain plateau, 20 Km. from Hundorp, lie Lauvaasen (3,000 ft.) and Fagerhøi Mountain Hotels. These hotels can also be reached from Gausdal (see above).

Some way beyond Hundorp is Søndre Fron's Church, built of stone in an octagonal form in 1787. The well-known poet Ludvig Holberg lived at the parsonage close by in his childhood, 1694–1698. A little further on Listad, where boarders are received.

The line now comes closer to the Laagen, and noting the Isum farm lying to the left, we cross the Augla, and passing the farms Grytting and Rolstad, proceed to

Harpefoss (260 Km.), close to the waterfall of the same name. Harpefoss Hotel and Heggerud Summer Pension, both near the station. 11 km. from the station Golaa Mountain Hotel (3,000 ft.), from whence a splendid view may be had of the Jotun Mountains and the Rondane. Close by is Golaa Sæter, where guests also are received. 1 hr's. walk from Golaa and 12 Km. drive

from Harpefos lies Valsæter. From Harpefoss we run on to

Vinstra (268 Km.), on the river Vinstra, which comes from Lake Bygdin in the Jotunheim, and falls into the Laagen. Hotel Vinstra close to the station. 2½ Km. S. of the station and 1,300 ft. a. s. is the Toksen Summer Resort. 5 Km. from Vinstra, on the road to Kampesæter, is the farm Kongsli (1,700 ft.), where summer guests are received, and 11 Km. from Vinstra is the well-known Fefor Mountain Hotel, from whence a splendid view is to be had of the Jotun Mountains. Not far off is Fagerlisætrene, where also guests are received. Still higher up is Feforkampen's Hotel (3,500 ft.).

One of the principal approaches to the Jotunheim district leads from Vinstra through Kvikne and Skaabu. There is an excellent road as far as *Vistad* (5 Km.), and past *Kvikne Church* to *Kampesæter* (18 Km); then on to *Sikkilsdalssæter* (25 Km.), and from thence into the Jotunheim. In addition to these places quarters may be had at *Risdal, Bakkerud* and *Aakresæter*. See Route 8, alternative 4.

Leaving Vinstra we note the pass which leads into the district of Kvam (the Kvam Gate), while opposite on the left the mountain Kvamsvogteren (the keeper of the gate), may be seen. This has a striking likeness to the poet Bjørnstjerne Bjørnson's features. We then run past the farms Sigstad and Vik, an old barn called Skotteladen and Sinclair's grave (see below) to

Kvam (278 Km.). Kvam's Hotel. Kvam's Church, worth seeing. Next comes

Sjoa, at the mouth of the river Sjoa. Quarters may be had at the posting station.

From Sjoa a posting road leads through the *Hedalen Valley* to *Hedalen's Hotel* and to *Ellingsbø*, 15 Km., and *Bjolstad*, 3 Km. higher up, and thence to *Bruvik*, 16 Km., where it joins the main road from Otta to Geiranger and Nordfjord. See Route 7. At Bjolstad another road leads past *Randsværk* and *Hindsæter* to *Bessheim Hotel* and on to *Gjendesheim* on Lake *Gjendin*. 67 Km. from Sjoa. See Route 8, section 5.

The railway continues nothwards in a sharp curve and crosses the river to

Otta (297 Km.). Hotels: Grand, Otta and Bjørkheim. Near here the following mountain Boarding Establishments may be mentioned: Høvringen, 26 Km.(3,300 ft.), comprising Laargaardssæter, Skjellesæter and Ulsvoldsæter; Kleivsæter (29 Km.), and Myssusæter, also called Rondane's Hotel (3 hrs.).

Otta lies surrounded by high mountains, of which Kringsjaafjeldet (2,200 ft.), and Pillarguritoppen (1,650 ft.), are worth ascending. 15 minutes south of it lies the historical place of Kringen, where the peasants in

1612 killed a detachement of Scotch soldiers, consisting of 300 men, who under command of Colonel Ramsay had landed in the Romsdal Valley and tried to pass through to Sweden. One of the officers, Sinclair, was supposed to be the commander, and a monument was erected in 1912 in commemoration of the event.

Otta is the starting-point for the road through Vaage, Lom and Skjaak to Grjotli, Geiranger and Stryn, See Route 7, page 86.

From Otta a new railway line was opened in 1913, as far as Dombaas, the whole stretch being some 46 Km. It first runs along the western side of the valley, just below the steep mountains, and then for 10 Km. along the so-called Sel's Marsh (known for its poisonous selsnæpe — a weed), where at present the water is being pumped out, so that several thousands of acres of cultivated land will be acquired. On the other side of the valley are seen Sel's old Church, Sel's Soap Stone Works and the wild Ulafoss. The train then stops at

Sel (308 Km.), which lies at the foot of the long ascent to Dombaas and the Dovre Mountain. There is a pretty view of the Sel's District and the mountain Formokampen on the eastern side of the valley. Sel is the starting-point for excursions to Myssusæter and Rondane.

A road leads from here across *Vaagerusten* to *Sørem* in Vaage (21 Km.). See Route 7.

Beyond Sel the line makes a big curve across an embankment, passes the old posting station Laurgaard (from whence Høvringen may be reached), and enters the narrow and wild pass of Rosten, through which the river Laagen rushes, several tunnels being traversed. At Rostbroen the carriage road, which has hitherto been on the eastern side of the valley, crosses the river and follows the railway line for a considerable stretch. The train runs on to

Brennhaug (321 Km.). Furulund Pension. From the railway station a fine view may be had of the Storkuven, on the eastern side of the valley. Brennhaug is the starting-point for ascending Jetta, 5,400 ft., from the summit of which a magnificent panoramic view may be had of the Jotun Mountains and the Lomseggen, Rondane, Snehætta and Formokampen. Fishing in the river.

The line continues through fir woods, alternating with lovely landscapes. At Talleraas it crosses the Laagen

by a good bridge, 52 m. long, and the valley now gradually opens out as the train ascends it through the pretty districts of Dovre and soon reaches the station of

Dovre (328 Km.). From here the Jetta and Fjeldsjøkampen may be seen. This is the starting-point for tours across the Jetta to Vaage and across Harbakhøen (the old road to Trondhjem), to Fokstuen and Doraasæter in the Rondane mountains. From the train is seen to the left Dovre old Church and Hotel Kirkestuen, and further up, the old posting station Toftemoen. To the right are the Dovre Parsonage and the old family seat of Tofte, on either side of the valley of Einbugaaen.

Pedestrians may walk from Toftemoen through *Jettadalen* to *Sørem* in Vaage in 7—8 hrs. See Route 7.

The lines rises rapidly through broad, cultivated fields, higher and higher above the road, with the river at the bottom of the valley. A number of farms are passed, and on the hills, on the other side of the valley, chalets lie in considerable numbers. In the steep Ulekleiv an old high road (Skotteveien), which is no longer used, is crossed by the train. The sides of the valley gradually get steeper and steeper, and the view from the train finer. At the farm of Hjelle the narrow valley of Hjelleaaen is crossed on an embankment, 85 ft. long, under which the river runs through a tunnel. The line leads through a deep mountain pass, after which the view northwards towards Dombaas and to the pretty, wide district of Lesje opens out. After a short tunnel the train stops at

Dombaas (343 Km. from Oslo). The station is reckoned to be one of the most finely situated in the country, and from it may be obtained extensive views of the Dombaas farms and the district of Lesje, above which may be seen the snow-covered Horungfjeld in the background. Telegraph station. At Dombaashaugen a monument was erected in 1905 in commemoration of the deceased Director of Telegraphs, Mr. C. T. Nielsen. Hotels: Dombaas Hotel, and Korsvold some way off.

A mountain path leads across the *Hareggen* and through the mountains to *Sørem* in Vaage (Route 7).

At Dombaas the railway lines divide, one turns off to the left and passes through the Romsdal to Aandalsnes (see Route 6), and the other one across the Dovre Mountains to Trondhjem. This one goes through a short tunnel and then crosses the old road, after which it makes

a big curve westwards in order to be able to manage the steep ascent to the plateau. After having passed through an extensive pine forest as far as the valley of Jora, the line bends off northwards through an extensive mountain ridge and the river Grøna far down to the left in a narrow cleft. The scenery here is most enchanting. Then we pass through the Grønbogen Tunnel and the line carries us in an easterly direction. Far down to the east one sees the part of the line already traversed, one of the prettiest parts of the Dovre Route with splendid views to the east, south and west. The course now bends to the north-east, the pine forest vanishes and we are now in the highlands. The Fokstu Marshes are then passed and the train reaches

Fokstua (362 Km.). Fokstua Hotel, with its big white buildings, lies 10 minutes from the station. Height 3,030 ft., well suited for a prolonged stay.

Fokstua is an excellent place, and guests are received for a prolonged stay. Zoologists and botanists will also find it, as well as Hjerkinn and Kongsvold, among the best in Norway for research. In the autumn and winter good shooting may be had here. Many fine views may be had in the neighbourhood, especially from Fokstuhø (6,000 ft.), and 50 m. from the house snow may be found in the Prestefonn.

From Fokstua level to Vaalaasjø, from whence through long birch woods and finally through a short tunnel to

Hjerkinn (382 Km.) the highest station on the route (3,250 ft.). Hjerkinn Hotel. Hjerkinn is of historic interest, inasmuch as it is one of the two or three Fjeldstuer (mountain hospices), founded by royal charter in the reign of King Øistein, 1107 A. D., and as such exempted from paying rent or taxes. The situation is wild but healthy, the hotel lying in the shelter of the Hjerkinnhø mountain, which protects it from the north wind. From the summit a splendid view is obtained including Rondane, Snehætta and other peaks, and the surrounding country is especially suited for shooting and fishing.

From here an excursion may be made to the *Snehætta*, 8,000 ft., about 12 hrs. At the foot of the mountain is a roomy hut (*Reinheim*), where the night may be passed. Another excursion is by the carriage road leading through the *Foldal*, to *Alvdal* station on the Oslo Trondhjem line. See Route 4, page 69.

Immediately north of Hjerkinn the train passes through a long pass through the mountain, the Passet, where the highest part of the journey is reached (3,260 ft.). From

here there is a magnificient view over the Snehætta and the adjacent country. The line now gradually sinks down to

Kongsvoll (393 Km.). The height here is 2,720 ft. 5 minutes from the station lies Kongsvoll Hotel. An interesting excursion may be made to Kalveldfossen, not far from the hotel. Above the fall the river has forced a tunnel under the mountain, through which the water pours, forming two holes in the bottom of the rock, through which it dashes, coming out again into two seething rocky caldrons (Jættegryder*). From Kongsvoll an easy ascent may be made of the neighbouring mountains, of which Knutshø may especially be mentioned (2½ hrs. up).

Leaving Kongsvoll the Drivdal Valley opens out, dark and narrow the foaming Driva, the source of which is in Snehætta, passing through. The scenery is wild, imposing and varied. Up among the mountains lies the Vaarstigen, which is interesting for pedestrians. The view from here reminds one of the Flaam valley. On account of the frequent avalanches the line is laid through numerous tunnels, amongst others the Høgsnyta Tunnel (3,000 ft. long) and the Hestekrubben (4,600 ft. long). This is the longest tunnel on the Dovre railway. The line sinks gradually down to the Driva river, which is crossed over on a big railway bridge, and the train then stops at

Drivstua (407 Km.). Height 2,200 ft. 10 minutes from the station lies Drivstua Fjeldstue, where visitors are received. In the lake Elgsjø (3 hrs'. walk), belonging to the owner of Drivstua, is excellent trout-fishing. Fishermen may be put up.

Between Drivstua and the next station Engan (416 Km.) the river, called Magalaupet, is so narrow that one can jump across; the depth, however, is considerable. The valley now widens out, affording a fine view of the district of Opdal, and there is then a gradual descent past the old station Rise to

Driva (422 Km.). The line now leaves the river and goes through the broad and well-cultivated district of Opdal to

Opdal (429 Km.). The big modern railway hotel, Opdal Hotel. Some minutes away from the station Bjerklund Hotel and Vekves Hotel.

Jætter are described in Norse mythology as a superhuman race corresponding to the Titans of the Greeks, who are said to be the authors of all gigantic works; *gryde* signifies caldron. Thus, *Jættegryde* literally means a giant's caldron, by which is understood an excavation in the rocks, which superstition ascribes to the handiwork of the *Jætter*, these excavations or holes are generally about 2 feet in diameter and from 4–6 feet deep. Some few, however, have a diameter of from 8–12 feet and a depth of from 24 to 30.

Here the road to *Sundalsøren, Christiansund* and *Molde* bends off. See Route 28.

We then continue further towards the north east through the Opdal Forest and across wide monotonous wooded plains past Fagerhaug (441 Km.) and the pleasant station Stuen. Further through monotonous forest regions, and after a sharp bend eastwards and through a long tunnel (2,420 ft. in length) one crosses the mighty stone bridge across the Orkla river, which is built 1,600 ft. above the river. The view from here, down the Orkla Valley, is very fine. Then northwards to

Ulsberg (455 Km.). Beautiful surroundings. Ulsberg Station close by.

From here a road leads across *Inset, Næverdalen* and *Kvikne* to *Østerdalen* (see Tynset, page 69).

Between Ulsberg and Berkaak, on the spot where the date of the year in which the road was made is hewn in the rock, we should notice the river, which runs 800 ft. below the road. A cross in the rock marks the place where one of the workmen fell down and was killed. The road follows the Orkla valley, often considerably above the river, amidst wild, magnificent surroundings, to

Berkaak (466 Km.). Berkaak Station and Heimstad Hotel lying at the junction of the Orkla and the Gula rivers, just on the boarders between Orkla and Sokna. If time allows, the Mjuken should be ascended, the view from the summit being fine; the ascent, which takes about 1½ hrs., is easy.

Here the road to *Trondhjem* through the *Meldal* and *Orkedal* bends off. See Route 27.

We then proceed on through a wooded valley to Garli (477 Km.). Then on to Soknedal (487 Km.), beautifully situated. Then down to Snøan (492 Km.) and soon afterwards we reach

Støren (501 Km.). Støren Hotel and Hotel Norge. For the journey from here to Trondhjem see Route 4, page 71.

For description of Trondhjem and environs see Route 26.

Route 6.

From Oslo to the Romsdal and Molde through the Gudbrandsdal (Raumabanen).

The Romsdal is with justice famed alike for its beauty and its splendour. The Raumaelv, which passes through it for 60 Km., forms on its way a series of beautiful waterfalls, and on both sides of the valley the big mountains tower majestically, apparently shutting one out from the outer world. The best impression is obtained in travelling down the valley.

From Oslo to Dombaas (343 Km.). See Route 5, page 71.

From Dombaas, 2,100 ft., the highest point on the line between Oslo and Aandalsnes, the railway (Raumabanen) first goes in a northerly direction through a tunnel, then it turns to the west and passes the Jora River over a magnificent stone bridge. We are now in the district of Lesja. The view gets steadily finer, and the valley narrower, but at

Bottheim (352 Km.) it again expands. Below the station there are a number of houses called "Bottheimsbyen". The train then proceeds through the wide valley to

Lesja (352 Km.). 15 minutes' walk to the south of the station, near Laagen, lies Lesja Church, the altarpiece in which dates from 1697.

Near Lesja lies *Holsbrækken* station, from where there is a road across to *Vaagemo* in Ottadalen (see page 87).

The train continues through open and rather uninteresting country to

Lora (370 Km.), near the old station Hoset.

From here runs a bridle path across the mountains to *Aanstad* in Skjaak (Route 7). 44 Km. 2 days' journey.

Also from here across the mountains in a north-westerly direction vîa *Aursjo* to *Eikisdalen* (see Route 24) and from Aursjo to *Sundalsøren* (see Route 28).

Soon after leaving Lora the first mountains in the Romsdal are seen, and we run through woods to the next station. The road, which follows the railway line, crosses this on a bridge some 3 Km. north of the station and follows this on the right hand side. The train then halts at

Lesjaverk (380 Km.). This station lies about 2,000 ft. a.s. The surroundings are beautiful. Lesjaverk Hotel, which is surrounded by a big pine forest, is a nice place. The walls in the rooms are covered with painted wall paper.

Good trout-fishing here and at most of the stations in Romsdal.

Leaving Lesjaverk the lake Lesjaskogen's Vand (11 Km. long) is passed. From it the river Laagen runs southwest down the Gudbrandsdal into Lake Mjøsen, and the Rauma northwest down the Romsdal into the sea. The line leads to

Lesjaskog (391 Km.). The station lies open at the end of the Lesjaskogen lake, with an extensive view westwards against the high mountains. Mølmen Hotel lies close by Lesjaskogens Church, 5 minutes from the station. A small waterfall, the Grønnfoss, ½ hr. from the hotel. From Mølmen the ascent of the Storhø (6,800 ft.), with a magnificent view, should be made. Time 3 4 hrs. Degervarden (5,700 ft.) is also worth climbing.

From Lesjaskog there is a path across to *Lom* (see Route 7); also via *Aursjø* to *Eikisdalen* (see Route 24).

Continuing the journey the Romsdal mountains come more and more into view, the Borga, Raanaakollen and Alterho are first seen. The line, which from Dombaas up till now, has been almost level begins to go downwards into the Romsdal. The river Rauma bends itself forward through low-stemmed fir and birch trees. At Einbu, one of the farms which are passed, St. Olav spent the night on his journey from Valldalen across to the Gudbrandsdal. Several snow protections protect the line against the big fall of snow here during the winter. We are then at

Bjorli (400 Km.). Buffet. This is one of the biggest stations on the line. Stueflaaten Hotel, which lies 4 Km. to the west of the station, is the last house in the district of Gudbrandsdalen.

The motor car road crosses the Rauma over a bridge and follows the west side of the river. The landscape alters more and more its character; the river tearing through the country and the mountains growing steeper and higher. The road again crosses the Rauma on a fine stone bridge and it then follows the railway line for some distance. Afterwards it leaves the line and descends into the bottom of the valley. When the borders between the Gudbrandsdal and Romsdal are passed the *Ulvaaen* with not less than 5 waterfalls falls from the west into the Rauma. There is an imposing view of the valley from there. About 7 Km. beyond Stueflaaten (3 Km. before reaching Ormeim) is the *Slettafoss*, only about 30 m. from the road, a sign showing the direction. On the whole it is to be recommended, if time allows, to walk this stretch to Ormeim as probably at no other place are there such a number of beautiful waterfalls within a range of 10 Km. Across the Slettafoss there is a primitive bridge, from which a good view may be had.

From Bjorli is a mountain path (11 hrs.) to *Grjotli* (Route 7), and from Bjorli and Ormeim to *Sylte* in Valdalen, 1 day's walk (Route 24). Also across the mountains to the *Eikisdalsvand* (6 8 hrs.). Route 24).

The railway line from Bjorli passes high up in the mountains, past Øverdalen Chappel and soon afterwards the posting station Kylling. The scenery has quite changed and the train has now entered into the Romsdal Valley. This part of the journey is the most interesting part of the whole line, and is undoubtedly one of the most fascinating sights in the country. After having passed Kylling one has a view down the abyss into the valley; two railway lines are seen, one on each side of the river. In order to get down into the bottom of the valley the line must make a turn, go back up the valley again some 3 Km., then turn sharply across the river and then continue downwards. The distance one travels is in this way 7 Km. longer than if one should have continued straight on, but by making this detour the train has descended 550 ft. down into the valley.

The train now passes into the Stavem Tunnel (430 ft. long). This tunnel makes a big curve in the mountain, so that in coming out the train continues in just the opposite direction with the river on the right. One should notice the grand view just after having come out of the tunnel. Soon afterwards the river Verma running into the Rauma is seen on the other side of the valley, it forms a magnificent fall, especially in rainy weather. The train now halts at

Verma (418 Km.). This station lies 870 ft. a.s. The former posting station Ormeim (see above) lies 10 minutes away. At the house Kylling quarters may be had.

The railway continues through a tunnel (1,430 ft. long) under the road near Kylling station, turns right across the valley, over a big handsome stone bridge, 190 ft. above the river, turns again and continues further northwards with the river to the right. The line falls by degrees more and more down to the river and crosses for the fourth time the river Rauma, and soon afterwards over a bridge, crosses the main road. It has now reached the bottom of the valley. The river runs smoothly. To the left of the bridge the Dønfoss waterfall rushes down from an almost perpendicular mountain on the west side of the valley. On the east side several fine falls. We then reach

Flatmark (431 Km.). 400 ft. a.s. The former posting station Flatmark lies close by. The big farm Skiri is then passed, and the train then crosses the road over a bridge. Several magnificent waterfalls rush down from the high mountains. Brudesløret is one of them, a little east of Flatmark, but more magnificent is the Mongefoss on the north side half way between Flatmark and

Marstein. The Mongefoss comes rushing down from the very steep mountain Mongejura (4,230 ft.). The farms Monge to the right, Remmen to the left on the other side of the river. Kors Church to the right. The train now reaches

Marstein (439 Km.). The station lies on a rather broad flat plain between big steep mountain rocks. The sun is here absent for 5 months in the year.

Having left Marstein the line crosses over on two iron bridges to the southwest part of the valley. Between the two bridges the old posting station Horgheim can be seen. The farms Alnes and Lynghjem are also seen from the train. We now traverse the narrowest and finest part of the valley, lying between the mountains of Romsdalshorn (5,500 ft.) to the left and Troldtinderne (6,500 ft.) to the right on the other side of the river. Big masses of snow may be seen here the whole year round all the way down into the bottom of the valley. The train again passes over the river Rauma for the sixth and last time, and the road is crossed twice during a short distance. The farm Fiva lies on the west side of the river. We then reach

Romsdalhorn Station (449 Km.). Magnificent view of the Romsdalshorn and the Troldtinderne. To the left of the Romsdalshorn are seen the pointed peaks of the Vengertinder (6,400 ft.), which tower up behind the mighty mountain ridges which lie in front of them.

Soon afterwards the Halsa Hotel is passed, and then on a bridge across the road. The Sogge Bridge is seen to the left. Soon after to the left is the pretty farm Aak, which belongs to an Englishman. The train then passes through a short tunnel and again crosses underneath the road. Through a big cutting in the rocks the line continues and passes the Park Hotel and afterwards the farm Høljenes (to the right). Then the road is again passed on a bridge; to the left is seen Grytøre Bridge across the Rauma on its way to Veblungsnes. The Isterdal valley, with the picturesque peaks of Dronningen (5,500 ft.), Kongen (5,000 ft.), Bispen and Karitind. The line crosses the road, turns to the right and through long cuttings to

Aandalsnes (457 Km.) on the Isfjord, immediately below the mountain Nesaksla.

Aandalsnes (Nes) is opposite to Veblungsnes, on the other side of the river Raumas outlet in the fjord. The carriage road between the two places is 5 Km. At Aandalsnes there is a telegraph station connected with Veblungsnes (Hotel

Romsdal) by a telephone. All the tourist traffic now goes through Aandalsnes. Grand Hotel Bellevue has a pretty situation with a splendid view of the imposing mountains of the Romsdal. Hotel Romsdalshorn also at Aandalsnes.

For an excursion from Molde into the Romsdal travellers generally go to Stueflaaten, Flatmark or Horgheim, returning the same day.

An interesting foot tour can be made from Aandalsnes across the mountains to *Sylte* in Valdalen, which is called at by the steamers from Aalesund and Geiranger. (See Route 24). 8 10 hrs.' walk, or 6 hrs. on horseback to the first farm in *Valdalen.* Part of the road may also be driven. Guide not necessary.

There is a daily steamer from Aandalsnes to Molde. Time 2¼ hrs. The Romsdalsfjord is a magnificent fjord, and like most of the fjords on the west coast of Norway, one of those well worth seeing. Aandalsnes lies on a branch of the Romsdalsfjord, the Isfjord. The steamer takes only a few minutes to get out into the head fjord. The view of the mountains in the Romsdal is splendid. Then Veblungsnes is passed, on the north side of the fjord there are a number of farms, towards the south the imposing Romsdal Alps. The Setnesfjeld is the nearest. The steamer then passes the Innfjord, and on the north side the Norvikbugt with the pretty parish of Eid. Outside lies the island of Sekken. When the steamer has passed this island the whole of the Storfjord with the numerous small islands at Molde comes into view. To the left the entrance to the Tresfjord with its pretty parishes and high mountains can be seen. Most of the steamers call at Vestnes (Route 24). From there the steamer goes due north to Molde. The approach is lovely. The steamer passes to the west of the small islands, but the coastal mail steamers go inwards during the summer north of these islands and of the island of Sekken.

The posting route from *Aandalsnes* to *Molde* affords fine scenery, but is somewhat difficult, as it is broken off by several fjords. *Torvik* (4 Km.) is first reached, and we then cross the fjord to *Lærem,* a stopping place for steamers; magnificent surroundings. *Aafarnes* (14 Km.) is next reached, and then the *Langfjord* crossed to *Solsnes* (5 Km.). From *Dvergsnes* (11 Km.) the *Fanefjord* is crossed to *Strande* (5 Km.), and we then proceed to *Fuglset* (9 Km.) and Molde (2 Km.).

For description of Molde and environs see Route 24.

Route 7.

From Oslo to Grjotli (Geiranger and Stryn) through Vaage, Lom and Skjaak.

By means of the fine new road from Otta to Stryn and Merok the Nordfjord, Geiranger and Søndmør districts have been put in direct communication with Eastern Norway. It will, therefore, probably in time be one of the most frequented routes in the country, especially now that the first part of the road through Vaage, Lom and Skjaak has been considerably improved and a motor car service installed by the municipalities through which the traffic goes.

The Søndmør and Nordfjord districts possess a grandeur and wildness which can hardly be described, and are unsurpassed by any in the country. The Alpine grandeur of the Nordland and the imposing wildness of the Jotunheimen are here intermingled with the maiden beauty of Southern Norway, and among the charming scenery the Geiranger and Stryn districts stand foremost.

The tour from Oslo to Geiranger or to Stryn can be performed in one day.

From Oslo to Otta, 297 Km. (See Route 5.)

From Otta a good road leads into the narrow Ottadal and follows the Otta River, noted for its green water which comes from the glaciers in the Jotunheimen, and after having passed Aasoren begins to ascend. On the west side of the river, just below the Veggumskampen, are some old copper mines which are no longer worked. At Lalm Bridge the Hedal's Road from Sjoa joins this road (see Route 5, page 75). Further on past Eidefoss are

Bruvik, 17 Km. The road now leads through the district of Lalm, which is entirely closed in by hills. In the hills to the right the farm Tolstad, noted for its big soapstone works, and then along the Lalmsvand past Holangsoiern, from where there is a side road leading to Sel (Route 5). Later on the valley of Finna is seen, and then a splendid view opens out, which is closed in by the Lomseggen in the west. From there we then proceed through the district of Ulebeig to Sørem, a former posting station which is now kept up as a pension, then past the farm Sambu and on to Svee Hotel, a little higher up. Fishing may be had here.

Leaving Sorem, in 3 Km. we pass Vaage Church, with remains of an old Stave Church. Close to the church lies

Vaagemo, 15 Km. This is quite a small town with several shops, a couple of private hotels, a bank, a school, etc. The road is good and pretty, and mostly follows the pretty Vaagevand, 33 Km. in length, the colour of which, especially in the shadows thrown from the mountains on the other side, being very striking. We then pass the agricultural school Klones. On the northern side of the lake lie in a row the farms Filinsø, Lyen, Valbjør, Kvarberg and Sandnes. We soon arrive at

Tessanden, 8 Km. Here the river Tessa comes down from the mountain lake of the same name, where fishing may be had.

From Tessanden there is a carriage road to *Randsværk, Hindsæter, Bessheim* and other parts of the Jotunheim.

From here we ascend to

Frisvold, 10 Km. Just before arriving here we pass the farm Garmostrædet, where the poet Knut Hamsun was born. We then proceed along the lake round the Grafferkollen mountain past the farm Kjæstad, and the valley here opens with a magnificent view of the Lomseggen (4,900 ft.) and the neighbouring district. We then follow the Ottavand into the district of Lom, noting the succession of water pipes, which supply the fields with water, the rainfall in Lom being very small. Next comes

Fossheim, 15 Km. Fossheim Hotel. Close to the hotel is Lom's Church, an old Stave church, probably dating from the middle of the 13th century. In it is kept an old silk banner, belonging to the parish.

From here may be taken the drive to *Røisheim,* 15 Km. Some distance beyond Fossheim the roads divide, a branch road leading through the *Boverdal* to *Røisheim.* The narrow one follows the banks of the river up through *Boverdalen,* and in many places is hewn through the rocks. After having passed the 2,500 ft. mountain rock *Berlikampen* and *Raberg* the valley opens out. On the right the pretty farm of *Sulheim* and in front the magnificent *Galdhø* (7,100 ft.), then across the river *Visa* with the *Visdalen* to the left, and soon one arrives at *Røisheim* (88 Km. from Otta). At Røisheim quarters at *T. Kvamme's,* but often full. The road is continued to some distance beyond *Elvesæter* (see Route 8, page 95).

The excursion to *Lomseggen* from Fossheim is recommended. 4–6 hrs. walk there and back, affording a magnificent view of the Jotun mountains. A guide may be had at Fossheim Hotel. A hut has been erected on the summit, where travellers may spend the night.

The main road continues by the side of Ottavand to

Aanstad, 11 Km. Quarters at the station.

A good and interesting mountain path leads from here to *Mølmen* and *Hoset* in the Gudbrandsdal Valley (see Route 6, page 82). Other excursions are to *Nysæteren* 7 hrs., and from thence to *Mølmen* 7 hrs., and to *Storsæteren* 7½ hrs,, and from there to Hoset 6½ hrs.

From thence a new road with monotonous landscapes leads through Skjaak and across the new Vollung's Bridge, the biggest stone bridge of its kind in the country, to Flekkøi.

From here a mountain path leads across to the *Jostedal Glacier*. See Route 22.

We continue on to

Dønnfoss, 17 Km. Thence the road leads across the Dønnfoss Bridge, and on by the new road ascending the Øiberget, beyond which we traverse a narrow, wooded valley at the foot of the mountain Opnaasen. Our way now lies through the Bilingsdal and along the pretty Hegerbot Lake, surrounded by woods, to

Polfoss, 16 Km. Hotel. In coming the opposite way one is recommended to drive on to Polfoss the same night. The hotel lies in the middle of a fine fir forest, 2,750 ft. above the sea, and is especially adapted for a prolonged stay. A pretty waterfall, the Polfoss, rushes down past it. Fishing may be had.

Polfoss is the starting-point for several interesting mountain expeditions, such as to *Framrusthovden, Synstaalkirken, Sotasæter,* across *Raudalen* to *Stryn,* and across to *Mølmen* or *Hoset* in Lesje.

The road from Polfoss commences with a long ascent; then comes a piece of even road across Toraelven to Billingsætrene, and another ascent until the mountain plateau is reached at Vuluvandet, where is seen the Skriulaupen, as we drive on past Nysæteren to

Grjotli, 18 Km., 3,000 ft. a. s. At the cross road between Geiranger and Stryn, 3 Km. beyond the Mountain Hospice, a big, new hotel has been built. The ascent of Skriulaupen (8 hrs. up and down) can be recommended.

From here the road is continued to (1) Geiranger in Søndmør and to (2) Stryn in Nordfjord. Of these two roads, that to Geiranger is probably unsurpassed by anything in Europe as a masterpiece of engineering ability, while as regards magnificent scenery the Stryn's road probably stands the higher, and is perhaps for that reason the one more usually adopted by tourists.

Description of the two roads will be found in Route 24.

Route 8.

The Jotun Mountains (Jotunheimen).

High above the busy life of the valley lies an extensive, unending world by itself, the Mountain Region, and to this many have found their way for whom the valley has become too close. The generation of old reindeer hunters, who owned the plateau, is now dead. They always, summer and winter, lived in the solitudes, even when others had withdrawn to the valley, as these men of the wilderness could not thrive anywhere else, for they loved the attraction of the mountains. The air is lighter up there, and the view more extensive; the sun sets later and leaves the glacier and the snowy peaks blushing in the light of night. While the valley rests in half dark shadow, the mountain plateau beams in golden colours from the rays of the rising sun. He who does not know the mountain regions does not know Norway, and not till one has from a mountain peak looked over those rocky spaces, which look as though a stormy ocean had suddenly stiffened into stone, has one realized the mystery which binds one to Norway and to the tremendous grandeur of its mountains.

Only broken by a few valleys, the mountain regions stretch from the Hardanger towards the north, until, swept in the ice cloak of the glacier, they reach the mountain wall of the Hallingskarven. North of Valdres lies the Jotunheim; north of the Gudbrandsdal the Dovre Mountains with Snehætta and Rondane; while north of the Dovre Mountains are found the peaks of the Troldheimen. Of these mountains the Jotunheimen, the district bounded by the Valdres, Gudbrandsdal and Sogn, is that which owns the highest and finest peaks and the most attractive scenery.

It has long been thought that this mountain world was difficult to force one's way into, and so, until recent years, it was. The reindeer hunters, the cattle-drivers and the fishermen alone ruled in that grandly sequestered region where no man's dwelling except the chalets was to be found. This is now changed, and in one day we can travel from Oslo via the Gudbrandsdal or Valdres Valley into the Jotunheim district. Since 1871 a great work has been carried out with the object of making these mountains easily accessible, and we can now get about everywhere with the aid of local guides and on paths well staked out. In many places the Norwegian Tourist Club has built tourist huts, where one can enjoy most of the advantages offered by civilization. The peaks, glaciers and lakes of the Jotunheim are now

every year — in July and August — visited by a number of tourists such as few districts in Norway can boast of. Some food should, however, be carried for every day's walk, as it often happens that one meets no one between morning and evening.

Tourists who intend visiting the Jotun Mountains, are recommended to become members of the Norwegian Tourist Club, which ensures them preference to lodgings at the huts of the club. See page 16.

A guide's fare is usually Kr. 10.00 a day. All outlays are of course refunded him. When hazardous or trying mountain climbs are taken, the fee is increased proportionally. The fares quoted under the various tours have been increased by 50 per cent. on account of the increased cost of living. If the guide escorts more than one person he is entitled to an addition of 25 per cent. for the 2nd person, 15 per cent. for the 3rd and 10 per cent. for each one additional. A guide is, however, not obliged to escort more than 3 persons. In some cases two guides are necessary, as for instance in ascending Store Skagastøltind. Guides supply their own food. The weight of the baggage carried by them must not exceed 12 Kg. (25 lbs.).

July and August are the best months for visiting the Jotunheim; in June one ought not to risk going there.

The principal approaches to the Jotun Mountains are the following: —

I. From Fagernes in Valdres through Bygdin. See Route 10, p. 107.
II. From Tyin on the Filefjeld. See Route 10, p. 109.
III. From Faaberg in Gausdal. See Route 5, p. 73.
IV. From Vinstra in Gudbrandsdalen. See Route 5, p. 75.
V. From Sjoa in Gudbrandsdalen. See Route 5, p. 75.
VI. From Tessanden in Vaage. See Route 7, p. 87.
VII. From Røisheim in Lom. See Route 7, p. 87.
VIII. From Aardal in Sogn. See Route 22.
IX. From Skjolden in Sogn. See Route 22.

I. **From Fagernes in Valdres by Østre Slidre through Bygdin.**

The road from Fagernes to Bygdin is described in Route 10.

From Bygdin one has the choice of the following routes:

a. By motor boat (2—3 hrs.) to Eidsbugaren at the western end of Lake Bygdin, 30 Km. Fare Kr. 6.00. See alternative II. The stretch along the northern shores of the lake may be walked in 12—17 hrs.

b. To Gjendeboden. By motor boat to Torfinnsbu. Fare Kr. 4.00, and thence on foot through the Svartdalen and by the foot of the Knuthulstind (8,300 ft.), or through Langedalen (on the summit of which a glacier is passed) and to Gjende, where we must call across to Gjendeboden for a boat. Quarters at the Tourist Hut.

Numerous excursions may be made from Gjendeboden to the surrounding peaks, and the tourist is especially recommended to ascend Memurutungen (6,500 ft.), 4 hrs., from whence a magnificent panoramic view of snow mountains, lakes and glaciers may be obtained.

1. From Gjendeboden across the Høistakka or the Gravarfjeld to Eidsbugaren (12 Km., 5—6 hrs.) is an easy walk. In coming the reverse way we can take a rowing boat from Eidsbugaren across the Bygdin lake to the mouth of the river Høistakka, which shortens the road by about 1 hr. Guide Kr. 6.00 (see alternative, Route II, p. 92).
2. From Gjendeboden to Røisheim, 35 Km., 1½ days' walk; the night would be spent at Spiterstulen (see alternative, Route VII). Thence we go through Storaadalen to Hellertjernet, and on to Uladalen, passing Uladalstinderne on the left and Heilstuguhø on the right. After this we descend the valley to Heilstuguaaen, and walk through wild and beautiful scenery to Spiterstulen (8 hrs. from Gjendeboden). Guide Kr. 8.00. Quarters. From here Galdhøpiggen can be ascended in 5—6 hrs.

   From Spiterstulen to Røisheim takes 5 6 hrs., and another but longer and more fatiguing road branches off from Hellertjernet past Langevandet, Høgvaglen to Leirvandet, where the road to Leirdalen is met. On this route the night is spent at Leirvassbu. See Skogadalsbøen, alternative IX b. Guide Kr. 6.00.
3. From Gjendeboden to Gjendesheim on the east side of the Gjende lake (18 Km.), by motor boat in 2 hrs. Wild and magnificent scenery. The distance may be walked in 12—15 hrs. by following the northern shores of the lake, but it is fatiguing. About halfway we pass Memuruboden, from whence the Memuru Glacier and the Heilstugu Glacier may be crossed to Spiterstulen (8½ hrs.). The scenery is magnificent and the tour can be strongly recommended.

Gjendesheim is one of the largest and best tourist huts in the Jotun Mountains.

c. To Gjendesheim via Vinsterbroen and Valdresflyen, 22 Km., 7—8 hrs. Guide Kr. 6.00. On reaching the lake Leirungen (4¾ hrs.), which lies on the western side of the route, we follow the brook connecting the lake with the Sjoa river (having passed Maurvangen), until we reach a timber shed. Here we cross the brook and walk over the hill to Gjendeosen, where the ferry at Gjendsheim on the other side of the lake is called for. There is a bridge at Maurvangen.

Another path from Leirungen leads along the right shore of the Sjoa down to Øvre Sjodal's Lake, where there is a boat-house. Here we again call for the ferry on the other side, and row across to Bessesæter. Quarters at Bessheim (a two-storied building rooming 60 people). Besseg and Veslefjeld can be ascended from here (8 hrs. up and down); also Besshø, Nautgardstind, Sikkilsdalshø and Heimdalshø.

From Bessheim through Espedalen to Gausdal and Faaberg see alternative III. From Bessheim to Vinstra see alternative IV. From Bessheim to Sjoa see alternative V. From Bessheim to Vaage see alternative VI.

From Bessheim a cart road leads along the Sjoa to Gjendesheim (1½ hrs.). Another route leads from Bessesæter across Rusvassoset and Tjernhullet to the Tourist Club hut Glitterheim in Veodalen (6—7 hrs.). From this point Glittertind (3 hrs. up and 2 hrs. down) may be ascended. (The latest measurements have proved that this is the highest mountain in Norway 8,240 ft.). From Glitterheim a 5 hrs.' walk would bring us to Spiterstulen across Skautflyen, or we could go by the direct route up to Gjuvvasshytten (8 hrs.), and thence to Elvesæter.

II. **From Tyin to Bygdin and Gjende.**

The tour from Tyin to Eidsbugaren is described in Route 10, page 109.

From Eidsbugaren one has the choice of the following routes:

a. To Skogadalsboen and Skjolden. See alternative IX b.

b. To Vetti and Aardal in Sogn. See alternative VIII b.

c. To Gjendeboden across Høistakka or Gravarfjeld (4—5 hrs.). By motor boat or on a path along Bygdin (6 Km.); thence by a steep ascent, and afterwards through the Veslaadalen to Gjendeboden. See alternative I.

d. To Gjendeboden via Torfinnsbu. See alternative I.

III. From Faaberg through Gausdal or Espedalen to Sikkilsdalssæter and Bessheim.

From Faaberg, the next station to Lillehammer (see Route 5, page 73), we take motor car in regular route to Follebu, 11 Km., and to Veisteen, 10 Km., and Mo, 11 Km., thence to Løvlund, 17 Km., and then on good, new road to Dalbakken (Vassenden), 11 Km., at the southern end of the Espedalsvand (14 Km. long). Espedalen's Hotel. From here we go by motor boat to Espedal's Nickel Works, the oldest in the country, from whence it is a couple of minutes' walk to the Breisjøen. A motor boat takes us to Veltvolden, where we land.

We could also land at *Rytviken*, from whence it is 20 minutes' walk to *Dalsæter*, and thence 2 hrs. to *Kampesæter*.

From Veltvolden three different routes lead to Sikkilsdalssæter.

a. From Veltvolden we walk down to Olstappen (20 minutes), by motor boat up to the eastern end to Veslum, and then walk up a steep hill to Kampesæter (½ hr.); Quarters.

To Kampesæter a carriage road leads from Vinstra railway station (4—5 hrs., see page 75).

From Kampesæter the carriage road is followed to Aakresæter, 18 Km. (quarters), and thence to Sikkilsdalssæter, 7 Km.

b. Sikkilsdalssæter can also be reached from Veltvolden by motor boat across Olstappen to Hagaøen (Slangen), then walking to Slangensæteren, 15 min., and up to Havnesætrene on the road between Kampesæter and Sikkilsdalssæter.

c. As b. to Slangen. Thence via the Finbølesæter (2 hrs.) to Hinøgleli sæter (1½ hrs.) and on to Flysæter (2½ hrs.). From Slangen one can also row across the Slangen Lake and from there walk on a good path to Hinøgleli (2 hrs.), where the preceding route is joined.

At Sikkilsdalssæter quarters may be had, and close by is a Government Stud.

From Sikkilsdalssæter the road is continued along the northern shores of the Lille Sikkilsdalsvand and across the river between the two lakes, then following the southern shore of Store Sikkilsdalsvand (both

lakes can be rowed or motored across), until it leads through a cleft down to the shores of the Sjovand, where the ferry at Bessesæter, on the other side of the lake, is called for. From Bessheim there is a new road along the Sjoa to Gjendesheim (½ hr.).

IV. **From Vinstra through Kvikne and Skaabu to Gjende.**

From Vinstra to Kampesæter see Route 5, page 75.

From Kampesæter a new carriage road leads to Aakresæter (18 Km.), where quarters may be had, and the journey continued through Sikkilsdalssæter (7 Km.) to Bessheim and Gjendesheim, according to alternative III.

V. **From Sjoa through Hedalen to Bessheim and Gjende.**

From the Sjoa railway station (see Route 5, page 75) a good carriage road goes through to Bessheim (62 Km.) and Gjendesheim (67 Km.), leading past Hedalen (9 Km.), then to Ellingbø (15 Km. from Sjoa) and to the old estate Bjølstad, 3 Km. further on. 1½ Km. north of Ellingbø lies Hedalen's old Church, and about 9 Km. above Bjølstad there is a cross road. One road goes southwards (4 Km.), and then westward past Hovde (32 Km. from Sjoa), and joins further on the road from Randsværk to Bessheim. The other road leads westward via Hindsæter to Randsværk (32 Km. from Sjoa). Tourist station open all the year round, 2,500 ft. a.s. Shortly before reaching Randsværk the road joins that from Tessanden (alternative VI).

From Randsværk there is a cart road to *Fuglesæter*, where summer guests are received. Thence in about 7 hrs. a staked-out path leads through *Veodalen* to Glitterheim (page 92).

VI. **From Tessanden in Vaage via Randsværk to Bessheim and Gjende.**

From Tessanden (see Route 7, page 87) a carriage road leads to Randsværk, 20 Km., 3½ hrs. From here it continues southward to Ridderspranget, where it joins the road from Hovde, mentioned in alternative V, and continues to Hindsæter (15 Km.), where quarters may be had. This place is open all the year round. Thence the road along the Øvre Sjodalsvand leads to Bessheim and Gjendesheim.

The whole tour from Tessanden to Gjendesheim can be traversed in 13—14 hrs., including a rest on the way.

VII. From Røisheim or Elvesæter via Spiterstulen to Gjendeboden, Eidsbugaren and Tyin.

Røisheim is reached by Route 7 from Fossheim, see page 87. Quarters at T. Kvamme's.

From Røisheim to Spiterstulen it is only 5 hrs.' walk. The path leads through the Visdalen, of magnificent scenery, which, however, increases in beauty as we ascend. Several brooks must be crossed, but primitive bridges are put up everywhere. Spiterstulen is a well managed place, but the neighbourhood is exceedingly dreary and wild, with deep snow and ice on the surrounding mountains.

From Spiterstulen to Gjendeboden. In July and August it is advisable to start very early in the morning, so that the snow, of which there is a good deal, may be passed before the sun melts it. On the way a fine view of the summit of Galdhøpiggen is obtained, rising some 2,000 ft. above the path followed. Uladalen, through which the path leads, is the finest part of the tour, and according to the legend was the home of the ancient Jotuns. The tour takes 8—10 hrs. Guide Kr. 8.00. Gjendeboden is one of the huts which the Tourist Club has erected; its situation on the borders of Gjendin lake is splendid.

The tour from Gjendeboden to Tyin can be managed in a day, but it is better that the night should be spent at Eidsbugaren. Between Gjendin and Eidsbugaren there is but little snow, and the route is less interesting than the two preceding days' walk. For the route from Eidsbugaren to Tyin on the Filefjeld see Route 10, page 109.

Galdhøpiggen (8,225 ft.), the giant of the Jotun Mountains and together with Glittertind the highest mountain in the north of Europe, should be ascended from Elvesæter, which lies on the north side. It may, however, also be ascended from Spiterstulen in 4—5 hrs. By going out very early in the morning the highest peak may be reached, and one may be back at Elvesæter in the evening (10—12 hrs.). This is, however, very fatiguing, and most tourists prefer to spend the night in the well-known Gjuvvashytte, which Knut Vole has built on the mountain plateau close to the Gjuvvand Lake. The hut lies about 4 hrs.' walk from Elvesæter, some 2 hrs. from the summit, and is well managed. There is a new path made from Elvesæter to the Gjuvvasshytte ascending gradually along the wild Gjuva with the fine fall Gjuvfossen. Guide unnecessary. On the way we see the Glittertind (8,240 ft.), Galdhopiggen's rival, and also the pretty Hestebræpigger. Snow and ice are met with here and there, but there is no danger connected with the ascent. The

panorama from the summit is magnificent. The Glittertind may also be ascended from Røisheim in about 9 hrs. See alternative I, page 92.

For the route from *Elvesæter* through *Bøverdalen* and down to *Skjolden*, see alternative IXc, page 99. For the route from *Elvesæter* through *Leirdalen* to *Gjendeboden* see alternative 2b, page 91. For the route from *Elvesæter* trough *Leirdalen* and *Uladalen* to *Skogadalsbøen* see alternative IXb, page 99. For the route from *Elvesæter* to *Bessesæter* see page 92.

VIII. From Aardal in Sogn.

a. Aardal to Vettisfoss.

Fifteen minutes' walk brings us to the Aardalsvand, whence it is ½ hr. by motor boat up the lake to Farnes, 11 Km. Aardal's Hotel. Here big works are at present under construction for utilizing the water power in the Aardøla, and a road in 40 windings up the hill, which will be one of the most magnificent in Norway, is also being made across to the Tyin lake, following the course of the river. After 15 minutes' walk up the new road the spot is reached where the Aardøla and the Utla Rivers join, and following the right bank of the latter for another ¾ hr., we then cross by a primitive bridge to the western bank, and in ¾ hr's. walk reach the farm Hjelle, having passed the Hjellefoss a little before. Here the river is again crossed and we continue for about 15 minutes along the right bank until the Johannebro is reached. Here we cross to the west side, which is traversed for the rest of the way. After another 1½ hrs.' walk (or 3 hrs. from the lake) the farm Vetti is reached, after which we traverse the Vettisgjellen, formerly known as being a very fatiguing and dangerous mountain cleft, but now — although not entirely free from danger on account of falling rocks in rainy weather — fairly easy to get through, as the path has been considerably improved. Vetti is a small but clean place, and the landlord and his son are clever guides, who hold authorities from the Tourist Club. From the farm to the Vettisfoss and back 1½ hrs. should be reckoned. The fall is about 900 ft. high and almost perpendicular, but the amount of water is small, especially late in the season.

b. Aardal to Tyin, with a detour to Skogadalsbøen.

From the farm Vetti (5 hrs.) as above, where a guide is engaged, the Vettisgalderne are ascended by a steep zigzag path in about 1 hr., until we reach a stone fence, when a path leads off to the left to upper part of the Vettisfoss. If the detour is made to the fall, we can continue from there without returning direct to the

Vettismorksæter, which can also be reached if the detour to the fall is not made, by a good and plainly-marked path along the left side of the river as far as the bridge, which is crossed, and the Vettismorksæter reached soon after (1½ hrs. from Vetti). From thence we proceed to Fleskedalssæter, 1 hr., where a path bends off to Skogadalsbøen (3½ hrs.). Steep ascent up to Friken, from where there is a magnificent view up and down the deep wild valley and towards the Horunger and Skagastølstinder.

From Fleskedalssæter the path to Tyin goes through Fleskedalen, Smoget and Valdres-Koldedalen, thence descending to the upper end of the Lake Tyin. By walking round the shores of this lake to the N. E. corner one has the choice between the roads to Eidsbugaren or Tyinholmen.

If the tour is taken from Tyinholmen, which is considered to be prettier and easier, we can row across the Tyin lake in 45 minutes, instead of walking round, thus saving a good deal of time. The whole tour from the farm Vetti to Tyinholmen takes about 9 hrs.

Another route from Vetti to Tyinholmen is through the Morke-Koldedalen, one of the wildest valleys in the Jotun Mountains, but fatiguing and in some places dangerous to pass through. At least 10 hrs. must be reckoned from Vetti.

A new magnificent route from Farnes along the Aardøla to Tyin is to cross the river and thence up the newly built road for about 1 Km. to the place where the Tyinfaldenes huge waterpower station (100,000 horse powers) has been built. From here this wonderful road continues in about 40 windings to the top of the mountain Hersnaasi (10 Km.). From here is a wonderful view of the Skagadolstinderne and the western part of the Jotunheim, and 3,000 ft. down in the valley the beautiful district of Aardal and the lake. The road continues, mostly hewn into the rocks, for about 12 Km. to Sletterust Sæter and on to Tyinoset (7 Km.).

c. Aardal to the Horunger Mountains and Fortun.

The Horunger Mountains may be ascended from Aardal by rowing or taking the steamer up the Aardal Lake to Farnes, and thence following the Fardalen to Holsæter, where quarters may be had. Aardal's old Copper Mines, which were in work from 1700—1750, can be visited in 3—4 hrs. from Holsæter. In rowing across the Aardalsvand several of the openings of the shafts may be seen high up in the mountain.

From Holsæter the road leads past Aaresæter and Stokkesæter to Muradn, from whence there is a splendid view of the Austabottinder. It then runs along the foot of the Muranosifjeld, through the Lovardalsskaret, follows the shores of the Lovardalsvand and goes along the brook to the right in N.E. direction. We are now on the heights just under the Solei and Austabott Peaks, and the road leads through Berdalen by a flat path to the farm Fuglesteg, a characteristic name, the path from thence to Fortun being very steep.

From Fortun to Skjolden, the steamer stopping-place in the Lysterfjord, is about 6 Km. Skjolden is a better starting-point than Aardal for visiting the Horunger Mountains. See below.

IX. **From Skjolden in Sogn.**

a. Skjolden to Turtagrø. Skjolden is reached by steamer from Lærdalsøren; see Route 22.

Posting station at Arne Drægni's. Hotel at John Galde's. Good cart road from Skjolden to Fortun (6 Km.). Fortun Hotel. Thence on to Turtagrø (10 Km.). Fare from Skjolden to Turtagrø Kr. 25 for 1 person. Here are two hotels, both now belonging to Ola Berge, and lying 3,000 ft. a.s. amid magnificent surroundings. Turtagrø is an excellent centre for numerous excursions, among which may especially be mentioned the ascent of Klypenosi (2 hrs.), Dyrhaugtind (4 hrs., easy to ascend), Fanaraaken (3½ hrs..; also easy, magnificent view), and Skagastølshytten (3 hrs.), which belongs to the Tourist Club and lies at the foot of the Skagastølstind, which latter may be ascended from the hut in 3 hrs. (fatiguing). This is one of the most interesting peaks in Norway for climbing.

For tourists who do not especially care for mountain climbs but nevertheless wish to see something of the magnificent Horunger Mountains, no route can be more recommended than the walk from Turtagrø up through the Ringsbræ and the Ringsskaret along the Kodelhaugssnaase and down to Vetti. The tour takes about 10 hrs. A guide is almost necessary, although the path is well marked out.

b. Skjolden to Skogadalsbøen.

From Skjolden to Turtagrø as per preceding route. Thence 5—6 hrs.' walk to the north of the Horunger up through the pass Keiseren (5,000 ft.), then downwards through the Utladal to Skogadalsbøen (22 Km. from Turta-

grø). Here is a good hut, belonging to the Tourist Club, from which many excellent excursions may be made. Skogadalsbøen is also an important centre, from whence the following paths may be taken: 1. To Eidsbugaren eastwards via Mjølkedalen and Mjølkedalsvand, into which the Mjølkedalsvand Glacier falls, 9 hrs. At Eidsbugaren is an hotel, and from it an excursion is recommended to the above mentioned Mjølkedalsvand, where the scenery is glorious. For routes from Eidsbugaren see alternative II. Another route goes through the Uradalen. 2. To Gjendeboden, northwards via Guridalssæteren, thence eastwards through the Utladal, and then southwards through the Raudal (1,0—1,2 hrs.). 3. To Elvesæter by following the preceding route as far as Utladalen, then, instead of going southward through the Raudal, continuing through the Gravdal across the Hogvaglen and northward past Leirvandet and through Leirdalen to Leirvassbu, where the night is spent. Next day via Ytterdalssæter to Elvesæter. Another route goes through the Utladal and the Vetle-Utladal to Krossbu (5 hrs.), where quarters may be had. From here on to Bovertun sæter. See alternative IX c.

c. Skjolden and Turtagrø to Elvesæter.

From Skjolden to Turtagro see alternative IX a. From the latter point a good bridle path has now been made a considerable distance into the Sognefjeld, and in time is the intention to continue this road through to Bøverdalen. This crossing is one of those which are a good deal used between Eastern and Western Norway, and is undoubtedly among the finest as regards scenery. The road passes Oscarshaug, where is a memorial stone of Prince Oscar's journey in 1860, and continues along the Prestestein Lakes — just below the Fanaraaken mountain — affording a splendid view of the Smorstab Glacier with the Smorstab Peaks. To Krossbu (quarters) takes about 5 hrs., where the Sognefjeld is left, and Bovertunsæter next reached in 2½ hrs. Quarters. A road brings us to Elvesæter (20 Km.). See route 7, page 87.

From Krossbu, where a house has been erected, there is a beautiful crossing over the Smørstab Glacier in about 6 hrs. to Leirvassbu. Guide should be taken.

From Elvesæter, about 4 hrs., steep ascent, brings us via Mytingsæter to Gjuvvashytten. From thence down to Røisheim (5—6 hrs.).

From Røisheim 5 Km. we drive to Fossheim, which

lies on the main road between Otta and Geiranger (see Route 7, page 87). The distance from Skjolden to Roisheim is 66 Km.

Route 9.

From Oslo to Hønefoss through Ringerike.

For any one having but a couple of days to spare, this is a delightful tour, Ringerike being one of the prettiest districts in Eastern Norway. The access is easy and comfortable, and the hotels on the whole good and the prices reasonable.

The tour may be varied by returning from Hønefoss by train (2½ hrs.), or it can be shortened by only going as far as Sundvolden, and from there returning by steamer across the Tyrifjord, then taking train via Lier to Oslo. There is also a motor car route twice a day between Oslo and Honefoss.

This tour may also be combined with Route 11 — from Oslo to Lærdal via the Spirillen and Valdres — by driving to Honefoss and thence taking the train to Hen, instead of using the train direct from Oslo.

If the journey is performed by motor car, the Drammensvei is followed as far as Sandviken. The first part of the trip is interesting, as we pass through the best part of the city with its pretty villas and get a glimpse of the Fjord and Oscarshall. When outside the town the scenery is less inviting, but there are pretty parts here and there, especially between Hovik and Sandviken.

Sandviken, 14 Km. Sandviken's Hotel.

From Sandviken the Drammensvei is followed for a stretch of 1½ Km. This then branches off to the left, while the route is continued up the valley along the Sandvik's River on a good flat road. From Tyskland, 6 Km. from Sandviken, the road gradually ascends to Sollihogda, where the border between the dioceses of Akershus and Buskerud is crossed.

Sollihøgda, 16 Km. The station lies on the summit of the hill (1,000 ft. a.s.), and from it a path leads across to Krokkleven (2½ hrs.).

From Sollihogda the road descends in curves to Skaret, where the Svangstrand Road commences. Here opens out a glorious view of the Holsfjord, a branch of the Tyrifjord, and of the mountains beyond. Just after

having passed Skaret, close by the road is Dronning Sophie's Udsigt (Queen Sophia's View). Halt. A little further on is Homledal (1 Km.), from whence a path leads across the hills to Krokkleven (2¼ hrs.). At Homledal the finest part of the tour commences, and the descent to the lake is made in big windings along steep mountains and precipies. Thence we drive by a level road along the Tyrifjord and past Nes, where a big restaurant is projected, to

Sundvolden, 16 Km. A homely hotel, much frequented by Oslo people; excellent place for a few days' stay.

From here is taken the well-known excursion up the *Krokkleven* to *Kongen's Udsigt* (the King's View), from whence in clear weather can be seen the Gausta Mountain in Telemarken. The road is easy to find by following the terribly steep and stony old Oslo road up through the cleft to the hotel *Klevstuen* and there branching off to the right along a well-marked path. *Dronningen's Udsigt* (the Queen's View) lies close by Klevstuen, but the view from there is not nearly so good. The ascent to the King's View takes 1¼ hrs., and the whole excursion 2¼ hrs. Ladies can very well take this trip and, if desired, riding ponies may be had at Sundvolden.

From Krokkleven the old road runs across the *Krokskogen* and viâ *Bærum's Værk* (iron works) to *Sandviken* or *Stabæk*, whence train is taken to Oslo. About 6 hrs. walk.

From Sundvolden to Oslo viâ Svangstranden and Lier.

The railway connection opened in 1901 between Lier station on the Oslo Drammen line and the Tyrifjord (Holsfjord), in connection with the steamer between Svangstrand and Sundvolden, makes it now easy to travel between Ringerike and Oslo.

A steamer leaves Sundvolden two or three times a day for *Svangstrand* (Sylling), calling at *Nes* and *Ovnskogen*, 1½ hrs., and affords a very pretty trip. Connection is here made with the Lier Railway, which brings the passengers in 1¼ hrs. through the pretty and fertile *Lier Valley* to *Lier* Railway Station, where connection is again made with the train to Oslo (1½ hrs.). See Route 11, page 113. The whole trip from Sundvolden to Oslo takes about 5 hrs.

From Sundvolden the road leads across the long bridge, skirts the Stensfjord, and then crosses a hill past the farm Sten, where are seen the ruins of the old parish church. Here the Stensgade commences its long, flat, and monotonous stretch. Finally one reaches Norderhov Church and Parsonage, which should be noted. In the cellar under the church may be seen the embalmed corpses of Jonas Ramus and his wife, Anna Kolbjørnsdatter, well known in Norwegian history. Application must be made at the parsonage, where the "Svenskestue" can be seen. Just beyond Norderhov the road to Randsfjord branches off to the right, while our road continues to

Hønefoss, 14 Km., 2 hrs., which is very prettily situated at the junction of the Randselv and the Aadalselv. 3,000 inhabitants. Hotels: Gladtved's, on the other side og the bridge, much frequented, and charmingly situated between the two rivers. Attention is directed to the old

paintings on the walls in the saloon dating from the 18th century. Fønix on the market place, Grand close to the station.

The Hønefoss, which is sub-divided into several falls, is now mostly used for industrial purposes. In the spring, when the water is high, it is notable, but in the summer it is as a rule unimportant; the best view is to be had from the bridge just over the fall. Half an hours' walk north of the Honefoss, on the road to Hen, is the Hofsfoss, which often looks fine; still another ½ hr's. walk higher up is the Svinefoss.

From Honefoss several excursions may be made, among which the tour to Ringkollen (2,300 ft.) may be mentioned. The excursion takes about 5 hrs., and half of the way may be driven in a motor car. From the summit a splendid view of Ringerike and the surrounding districts may be had. The Tourist Hut, situated on the lake Oiangen, is open all the year round, and refreshments may be had here. At the pension Bølgen at Haug near Hønefoss — summer guests are received.

From Honefoss there are trains 6 times a day to Oslo (2½ hrs.), 4 times to Hen (15 minutes), and Randsfjord (40 minutes). 4 times to Kongsberg (4 hrs.), and 3 times to Larvik (6½ hrs.) and Skien (8 hrs.). The railway journey between Oslo and Hønefoss via Roa is described in Route 13, and via Drammen in Route 11.

Route 10.

From Oslo to Lærdal (Bergen) by the Valdres Railway and across the Filefjeld.

Valdres is one of the main valleys between Eastern and Western Norway, and has from olden times been a thoroughfare for the traffic between the two largest towns in Norway, Oslo and Bergen, taking precedence of all other routes on account of its age, its beautiful scenery and the people's amiability. The inhabitants are from childhood accustomed to receiving foreigners, so that those who visit this pretty valley always feel abundantly satisfied. Although several new and attractive cross routes have of late years been opened for the tourist traffic, the Valdres is still the one mostly used, due chiefly to the good communications and the excellent way in which the stations and hotels are con-

ducted. Whether the Valdres is the prettiest cross route to Western Norway may be open to question; some maintain that it is, others preferring the Telemarken route; and others again that by way of Gudbrandsdal –Romsdal and the Grjotli. It may, however, be justly said in praise of the Valdres route that it offers great variation in scenery. From cultivated fields and smiling lakes we get into wooded valleys, intersected by rivers with cataracts and waterfalls, then across wild landscapes with mountain scenery and snow-covered peaks, culminating in the gloomy and imposing shores of the Nærøfjord and the overwhelming grandeur of the Stalheim's Cleft.

Since the opening of the Valdres Railway right through to Fagernes, most of the traffic goes this way, a whole day being thereby saved. If, however, time is of no consequence, the tour via the Spirillen (Route 11) is perhaps the prettier, with many more points of interest to be seen.

Departure from Oslo is made by the Nordbane from the Central Station (Østbanen), 2 trains a day. Time about 8 hrs. Comfortable bogie cars go direct through.

Running through the outskirts of the city to Tøien and on to Grefsen (7 Km.), the line soon touches the south end of the Maridal Lake, which supplies the town with water, and continues through woods and a couple of tunnels past Sandermosen to Nittedal (24 Km.). Continuing along the hills, with a fine view, to the right, of the fertile Hakadal, and passing Hakadal Station (32 Km.), we gradually ascend to

Harestua (41 Km.), and thence on to Grua (53 Km.). Grua Hotel. A run along the hills, with a splendid views of the valley to the right, brings us to

Roa (58 Km.), where the Bergen Railway branches off (see Route 13). Roa Hotel. We, however, run through Hadeland and past Lunner (61 Km.), where there is an hotel. Ballangrud Pension, half an hour's drive from the station. Thence on to Gran (68 Km.), also with an hotel. Granvolden Sanatorium close by. Hvalabykampen (2,500 ft. a.s.) may be seen to the left, and further on is

Jaren (72 Km.). Buffet. Gjefsen Pension and Frk. Koch's Pension.

From this point there is a branch line to *Roikenvik* (7 Km.), on the *Randsfjord Lake*, whence steamer to the Randsfjord station on the Drammen Randsfjord line (see Route 11).

The train continues northwards, partly through forests and with a fine view to the left (especially from Bleiken

Station) of the Randsfjord, and later on to the right of the big Einavand. We by and by reach

Eina (101 Km.), 330 ft. a.s., where the Valdres Railway branches off. Hotel Fjordheim and Hotel Eina, both near the station.

The *Nordbane* continues in a straight line through Toten to *Reinsvold* (107 Km.), from whence a branch line leads down to *Skreia* (22 Km.) on the Mjøsen Lake, and from Reinsvold on to *Raufoss* (where the State has a cartridge factory), and then down along the *Hundselv* to *Gjøvik* (124 Km. from Oslo), where steamer connection may be made with Lillehammer, Hamar or Eidsvoll. See Route 5, page 72.

The Valdres Railway, a broad gauge line, commencing at Eina, built partly by contributions from the neighbouring districts and partly by subsidy from the State, returns across the river and then proceeds in a westerly direction along the Skjelbredvand to Trevandene (109 Km. from Oslo), from whence a pretty view is obtained. Running on to Skrukli it bends off N.W. and between this station and Bjornrud some of the prettiest parts of the journey are passed, a magnificent view of the Randsfjord Lake and the mountains in Hallingdal and Valdres being obtained. From Bjornrud the line continues past several stations on the Randsfjord to

Odnes (140 Km.), formerly the starting-point for the carriage road between Odnes and Lærdalsoren, but, since the railway was built through the valley, now only visited by boarders and tourists who take circular tours from Oslo. Hotel Odnes 5 minutes' walk up the hill from the station. Landaasen Tourist Hotel, 10. Km. motor car road from Odnes, well suited for a prolonged stay. Magnificent situation on the big Landaasvand.

From Odnes a good carriage road leads to *Stangstuen* (18 Km.), and on to *Gjøvik* (19 Km.). Se Route 5, page 72.

From Odnes the line runs through a flat landscape to

Dokka (148 Km.). Buffet. Dokka Hotel, Victoria Hotel. Thence we run on to Nordsinnen, near which lies the posting station Tomlevolden, where summer guests are received. Thence we proceed up the Etnedal past Halmrastskaret and Etna station (166 Km.), and then further up the hill to

Tonsaasen (179 Km.), on the plateau between the valley of Bagn and Etna, 2,000 ft. a.s., with pretty scenery during the ascent. Tonsaasen's Sporting Hotel. 2 Km. from the station is Tonsaasen's Mountain Hotel, open summer and winter. It is prettily situated among splendid pine forests, and is well sheltered. 1 Km. from the station, in a magnificent situation, and with a view

of the Bagn Valley and of the Jotun Mountains in the distance, is Breidablik Mountain Hotel. This is open both summer and winter.

From here a carriage road leads down to *Fjeldheim* in the Bagn Valley (12 Km.). See Route 11.

From Tonsaasen the line descends on the other side towards the station Bjørgo (192 Km.), at Guldhaug, at the point where the road from Spirillen (Route 11) joins the road from Tonsaasen. From the train there is a magnificent view towards Søndre Aurdal, as we proceed up the valley to

Aurdal (197 Km.). Hotel Frydenlund. Posting station.

From Aurdal a cart road leads across the mountains to *Gol* in Hallingdal (see Route 12), 12–14 hrs.' journey. In the mountains, about 11 Km. from Aurdal, are the pensions *Merket, Tisleia* and *Sanderstølen*.

We then continue through the bottom of the valley to Leira and thence along the Strandefjord Lake to

Fagernes (210 Km. from Oslo), 1,260 ft. a. s. Hotels: Fagernes and Fagerlund, in pretty surroundings and well adapted for a prolonged stay. Fagernes lies on the lake, and Fagerlund is a short walk further on in a wood. Close by is a small waterfall, and just above is the Fagernes View (2,600 ft.), 2 hrs. up and down.

The journey is now continued by motor car. Conveyances are to be had at the hotels, and may be ordered in advance through the tourist offices in Oslo.

Between Fagernes and Nystuen one has the choice of two good routes either through Vestre Slidre or through Østre Slidre and across the lakes Bygdin and Tyin.

A. **Fagernes to Nystuen through Vestre Slidre.**

From Fagernes we drive by motor car through Vestre Slidre on a good and flat road, along the Strandefjord to

Fosheim, 1,5 Km. Hotel. Good fishing. From Storhaugtoppen a fine view of the surrounding districts, and a 4 hrs.' excursion (carriage road almost all the way) is recommended to Fuglefjeld, where there is also a fine view. About 6 Km. from Fosheim in S. W. direction — and in the mountains — lies Fosheimsæter, at a height of 2,800 ft. The hotel can accommodate 120 guests and is adapted for a summer stay.

From Fosheim there is a road across to *Østre Slidre*. See page 108.

From Fossheim the road is continued along the Slidrefjord Lake past the summer pensions Einang, Ølken and Solbakken (9 Km.). In the mountains to the left are Frikstadsæter, Fystrosæter and Nøsensæter, where guests are received. Close by the road on the left hand the old Vestre Slidre Church is passed, and views of the mountains near Bygdin are also obtained at several points. A flat road now leads us to

Løken, 14 Km. Hotel in a magnificent situation. A little further on, above the hotel, is the old "Stave" Church of Lomen. There is good fishing in the Slidrefjord Lake. The Kvithøvd Mountain (3,400 ft.) may be ascended.

From here there is a road to *Østre Slidre.* See page 108.

About 5 Km. from Løken the pretty waterfall Lofossen is passed to the left, and a little further on Fossevang Pension. We then arrive at

Øilo, 15 Km. Boarders received. In the upper story are sketches and paintings on the wall by old and modern Norwegian artists who have stayed at the hotel. From the hill behind the station is a pretty view of the Vangsmjøsen Lake, and another fine one may be had from Hugakollen, about 2 hrs.' walk from Øilo.

Presently the Kvamskleven (ravine) is negotiated. The road here, formerly one of the worst in Norway, is now a splendid piece of workmanship, rising partly in zigzags along the face of perpendicular cliffs and amidst scenery of wonderful grandeur, being, in fact, the most striking of any on the Valdres route. It is partly roofed in to protect it against the fall of rocks and stones. Passing the wooden building af Vangs Church, near the former station of Tune, we should notice an ancient Runic tombstone, leaning against the wall of the churchyard, at the side of the road. It has the usual twisted carvings on the front, and a nearly perfect Runic inscription on the right hand edge: " The sons of Gosa erected this stone to the memory of Gunnar, their brother."

Soon Fagerli Hotel (10 Km.) is reached; a hostelry, affording night quarters. Close by the Vangsmjosen Lake is

Grindaheim, 10 Km. Hotel is also suited for night quarters, as well as for boarders, and affords a pretty view of the lake.

From here the mountain Grindene (5,200 ft.) may be ascended, and a magnificent view obtained of the Jotun Mountains and several of the peaks in Valdres. The whole

excursion takes 7—9 hrs. Herds of tame reindeer may often be seen in the mountains.

Several mountain paths lead from Grindaheim across to Hallingdal (Route 12), the mountains having special interest for botanists.

The main route continues along the Vangsmjøsen for about 12 Km. and then Lille Strandefjord Lake is passed, the road ascending along the river to

Skogstad, 17 Km. Hotel at the foot of the Filefjeld Mountain. The road continues on the east side of the valley gradually ascending the mountain.

About halfway (6 Km. from Skogstad and 5 from Nystuen) a branch road leads up to the southern end of the Tyin Lake (see below for alternative route). Travellers who do not intend to go into the Jotunheim, are recommended to make this detour to Tyin, as in doing so they would obtain a good idea of the grand scenery of the Jotun Mountains.
For the tour from Tyin to Bygdin and Gjende, see Route 8, page 92.

Nystuen, 11 Km., is next reached. The hotel lies on the Utrovand ,at the top of the Filefjeld Mountain, 3,162 ft. a. s.

Just behind the hotel is the Stugunøset (4,700 ft.), from whence there is a magnificent view of the snow-clad heights of the Jotunheim (33 Km. distant) and of the glaciers in the distance. In clear weather Galdhøpiggen and a part of the Horunger may be seen. The ascent is made easier by walking about 10 minutes along the road to Maristuen, and thence up a path which leads along the eastern side of a brook that comes from a cleft in the mountain. The excursion, which occupies 2—3 hrs., can be made by ladies, and is much to be recommended. Tame reindeer herds are often seen in the mountains close by.

From Nystuen to *Bjoberg* in Hallingdal (see Route 12), viâ *Eldrevand,* 1 day's walk.

The continuation of the route to Lærdalsøren will be found in the following Østre Slidre Route, page 109.

B. **Fagernes up Østre Slidre to Nystuen.**

This journey is made by motor car, and leaving Fagernes, we gradually ascend, with surroundings ever increasing in beauty, on a new road across the Nesbroen (bridge) and along the western side of the Sebufjord. At the northern end of this lake a beautiful stone bridge takes one again over on the east side, and about 14 Km. from Fagernes the old road through Skrautvaal is joined. We are then at

Fredheim, 16 Km., where boarders are taken in. Beautiful views of the valley. In the parish of Voldbo is

Østre Slidre Mountain Hotel (1,750 ft. a.s.), and close by, a hut, belonging to the Valdres Tourist Club.

From Fredheim the road leads past the Storefoss to Skattebo, where a road takes off to the right as far as Etna Sæter, then via the Fulsen Lake to Vaageskar Sæter, where the Gausdal road is joined. Thence along the Heggenesfjord Lake, where lies

Heggenes (23 Km. from Fagernes), an establishment, in a beautiful situation, and much frequented by boarders. (From Fosheim to Heggenes 26 Km., and from Loken 19 Km.). There are several paths into the mountains, that on the right leading to the Vinster Lakes. Mellene may be ascended in 6 hrs.

The road continues up the Heggebygd to Hegge Church, an old "stave" church with columns and prettily-framed doors. The key may be had at a house close by. Thence we go past Kjøk to

Skammestein, 11 Km. From here there is a cart road to Vinsteren, and near by there is a new Boarding Establishment called Fjeldheim.

Further on commences a new splendid road to Morken, and we proceed across the big mountain plateau, passing several chalets and Beito Sæter, where lodgings and refreshments may be had. Thence we proceed to the foot of the Bitihorn (5,300 ft.) and along a first-class road, affording a magnificent view, down to

Bygdin, 21 Km., at the eastern end of Lake Bygdin, right in the heart of the Jotunheim. Hotels: Bygdin Mountain Hotel, Fagerstrand. Magnificent view from the summit. 3 Km. further, on the Bygdin Sound, is Hotel Bygdisheim, and is the stopping place for the motor car route.

Motor boats ply twice a day between the eastern and western ends of Lake Bygdin, taking as a rule 2 hrs. The boat first crosses the Raufjord to Bygdinsundet, where Bygdisheim (see above) is called at. Thence it traverses the Lake Bygdin, which has a length of 25 Km., and is surrounded by grand mountains, including Kalvaahogda (7,250 ft.), Torfinnstinderne (7,050 ft.), and Galdebergtind (6,900 ft.), while to the right in the background are Stølsnostind (7,000 ft.), Falketind (6,975 ft.), and Gjelledalstinderne. Passing Hestvoldene, at the opening of the pretty Torfinnsdal, the Knuthulstind (7,800 ft.) is visible. Further to the right

lies the Torfinnsbu hut, which was built by the Norwegian Tourist Club, but is now in other hands. We then skirt the steep Galdeberg, where several fine peaks are seen, while below the Gravarfjeld to the right is the river Mjølka, with its whitish-grey glacier rushing down. The boat next reaches

Eidsbugaren (25 Km. from Bygdin). Eidsbugaren Hotel, close by the pier. Telephone.

From Eidsbugaren several excursions may be made, of which may specially be mentioned the ascent of the Skineggen (5,500 ft.), 2 hrs. up and down, from which there is a most magnificent view of the peaks, glaciers and snow-clad mountains. This excursion can be strongly recommended. Another trip is to Sløtfjeldet (1 hr.), Gravarfjeldet (1 hr.), and Mjølkedalen (1 hr.) See also Route 8, page 91.

From Eidsbugaren an excellent carriage road takes one across the hill to

Tyinholmen, 5 Km. at the north end of Lake Tyin. Hotel Tyinholmen. From here the Skineggen may also be ascended (1½ hrs.), and an ascent of the Langskavlen (6 hrs. up and down) can also be recommended, and likewise the excursion to the Koldedals Lake, into which three glaciers fall, taking 4 hrs. by rowing-boat half the way, and riding pony or on foot the other half. Helge Opdal at Tyinholmen is recommended as a guide.

The journey is again continued by motor boat across the Lake Tyin (14 Km.), the trip being attractive, although Tyin cannot be compared to Bygdin as regards beauty and interest. After a run of 1¼ hrs. we reach

Tyin (14 Km. from Tyinholmen). Hotel Tyin.

The continuation of the journey is now made by motor car. Conveyances should be ordered in advance.

From Tyin the road ascends to the Jotunporten the gate of the Jotunheim), from whence — looking back — there is a magnificent view of the peaks of the Jotun Mountains. Thence in great windings, with a glorious view down the valley, we continue towards Vestre Slidre (see page 107), and on to the main road, which is followed to Nystuen (15 Km.).

The main road from Nystuen continues some distance up the mountain past several chalets and Kirkestølen, where the Tomaskirken — a small "stave" church — used to stand. A new church of stone is now being erected on the same place. The old road across Maurklephau-

gen can be recommended, as there are many fine views to be seen on the way. Thence the plateau is crossed, and we wind down the new road by the side of the river to

Maristuen. 17 Km., 2,700 ft. Maristuen Hotel. Boarders are also received. The situation is romantic and most picturesque.

Suletind (5,900 ft.) may be ascended from here in 5–6 hrs. up and down. Magnificent view. In clear weather the Jostedal's Glacier, the Folgefonn and the Jotun Mountains may be seen. The road ascends at the back of the hotel, past the chalet, and then turns right up towards the northern part of the ball-formed peak. From Svarteberget (2 hrs.) and from Brunshøi (2 hrs.) there are also extensive views of the Jotunheim. Tame reindeer herds can as a rule be seen on the mountains near by, and good trout fishing may be had in the rivers and mountain lakes near the hotel; also grouse shooting.

From Maristuen we can walk or ride across the mountains to *Bjøberg* in Hemsedal (see Route 12), 22 Km., 4 hrs. Chalets and lakes are passed on the way.

The scenery from Maristuen all the way through to Lærdalsøren is very charming. Passing several small waterfalls, Bakkefoss being specially noticeable, we arrive at Borlo Bridge — 2 Km. before arriving at Hegg — where the road from Hallingdal (Route 12) joins the route. There is then a gradual descent to Hegg.

Behind Hegg lies Bringefjeld, which can be ascended in 6 hrs. up and down; a guide should, however, be taken. The Heggfoss, close by, is worth seeing when the water runs high. Good fishing may be had.

4 Km. before arriving at the next station, Husum, the highly interesting "Stave" Church of Borgund (built 1138), close by the road, is passed. The keys can be obtained at Borgund Hotel, which lies close by.

From Borgund Church we can walk across the hill Vindhellen along the mediæval road, which King Sverre used in 1177, past Traave to Husum, in about 1 hr. The road leads round the mountain through the narrow valley Svartegjelet, in which are several waterfalls, and through the Grimsøigjelet down to

Husum, 13. Km. From here the ascent can be made of Nonshaug (5 hrs. up and down) and from the top a beautiful view is had of the Horunger Mountains. Trout fishing in the river, best in August.

From Husum the road leads along the river through a narrow and most romantic valley. The mediæval, very steep road called Galleine, which is seen on the other side

of the river, is fortunately now avoided, as the road leads round Seltunaasen. In the mountain to the right below the Norenose may be seen a freak — a stone called Gygren, showing itself in various forms, amongst other things like an owl. After a rather long descent a broad and fertile valley opens out, and some distance down it on the left hand lies

Blaaflaten, 15 Km. A good, level road, in a broad valley, takes us past Tønjum's Church, Lærdal's Parsonage, and Lærdalsøren's (Hauge) Church, and we then cross the Drilling Ground (where a memorial stone has been erected) to

Lærdalsøren, 11 Km., 1,000 inhabitants. This is the terminus of the Filefjeld route and an important centre for the steamers plying between the various parts of the Sognefjord. The pier lies rather more than 1 Km. (20 minutes' walk) from the hotels. Telegraph station. Lindstrøm's Hotel. The luggage cart meets the steamers. Kvamme's Hotel. These hotels may especially be recommended for those who wish to stop a day or two in quiet surroundings. At the farm Hauge there is a Fish Hatching Establishment, which may be visited.

From Lærdalsøren a good road has now been made to the farm Kvign in Erdal (7 Km.), running along the Fjord and thence by the bank of the Erdal's River. From Kvigne pedestrians may cross the mountains to Aurland (Route 22).

Travellers who come up the Sognefjord and are not bound for Eastern Norway should, if time allows, make an excursion to Borgund Church. The excursion may be made in 4 hrs.

Motor cars now run through both the Valdres and Hallingdal valleys.

From Lærdalsøren there are express steamers to Bergen. For description of the various places of calling, and of excursions in the Sogn district, see Route 22.

The main route from Lærdalsøren to Bergen and Hardanger continues to Gudvangen by a local steamer, which runs daily in both directions. Thence via Stalheim to Voss and by train to Bergen (or from Voss to Eide on the Hardanger Fjord). For description see Route 22. The steamer also calls at Flaam on the Aurlandsfjord, whence a magnificent tour may be made up the Flaam Valley to Vatnahalsen and Myrdal on the Oslo—Bergen railway line; thence by train to Voss and Bergen. For a description of the Flaam Valley see Route 22, and for that of the Oslo—Bergen line Route 13.

Route 11.

From Oslo to Lærdal (Bergen), via Lake Spirillen and Valdres.

This route, which joins Route 10 (Oslo - Lærdal via the Valdres Railway) at Bjorgo in Valdres, takes a day more. Lake Spirillen is most interesting, and the road from Sorum up the valleys of Aadalen and Bægnadalen is at several places exceedingly pretty.

The Spirillen route has until lately been unreliable, inas-much as the river — both above and below the lake — has at some times been so low that it has been impossible for the steamers to get up, and one has therefore been obliged to take to the more fatiguing way of travelling by road. This has now, however, for a great part been remedied, the lake being dammed up, so that the amount of water is now more regular and under ordinary circumstances one does not risk the steamer failing to run.

The journey from Oslo to Hønefoss can be made by the Bergen railway via Roa (see page 120) or by the train via Drammen. This begins in Oslo from the Vestbane Station, close by the Piperviken Pier. Two express trains a day, but only the morning one corresponds with the steamer on Spirillen. The luggage should be booked through to Sørum (or Røikenvik). Between Oslo and Hen takes 1¼ hrs., and between Hen and Sorum 1 ¾ hrs. On account of the view one should choose a seat on the left side of the compartment. From Oslo to Drammen the engine is worked by electric power.

The line follows the Frognerkilen, a branch of the Oslo Fjord, and pretty views of the Fjord and Oscarshall on the peninsula of Bygdø are obtained. We then run past the stations Skøien, Bestum, Lysaker, Stabekk and Høvik to

Sandviken (13 Km.). Sandviken Hotel.

Here the line crosses the road which leads to Ringerike. See Route 9.

Further on we cross the Sandvik's River to Slependen and Hvalstad (20 Km.), where a magnificent view of the town and Fjord opens out, to the right being Skaugumsaasen (1,150 ft.), at the foot of which lies Hvalstad Sanatorium. We then cross the valley by an elevated bridge and run on to Asker (23 Km.). Blakstad Pension, ½ hr. from the station. From Asker we proceed along the foot of the Vardekollen and skirt

the lakes Bondivandet and Gjellumvandet to Heggedal (29 Km.), and thence to Roiken, the highest station on the line. The rail now bends off in a N.W. direction, and passing through several cuttings and a couple of tunnels, a magnificent view of the Lier Valley, the Drammensfjord and the town of Drammen opens out, the train continuing down to Lier.

From here a narrow-gauge line branches off up the *Lier Valley* to *Svangstrand*, whence steamer across the *Tyrifjord* to *Sundvolden*. See Route 9, page 101.

Lier (46 Km.). The pretty valley is then followed down to Bragerocn, from whence a long bridge takes us across the Drammensfjord to Holmen (several planing mills), and with a big curve crosses an arm of the Fjord to the town of Drammen (53 Km.). Here trains are changed, as the lines divide, one going southwards through Vestfold to Skien (Route 15), and the other northwards to Honefoss and the Bergen railway as described below, or westwards to Telemarken and the Sørlands railway.

Drammen lies at the outlet of the Drammen River into the Drammensfjord, a branch of the Oslo Fjord, and is surrounded on two sides by high hills. 30,000 inhabitants. The town owns several sawing and planing mills, and paper factories. Hotels: Central, opposite the railway station, Britannia, also near the station, and the Norge. The Grand, on the other side of the bridge. The Railway Restaurant. A walk up the Bragernesaasen Hill (40 minutes), from whence a good view may be had, can be recommended. On the hill there are many pleasant paths as well as a restaurant. Further west lies Landfallhytta, a restaurant belonging to the Drammen and Opland's Tourist Club. On the south side of the river, where the railway station is built, lie the district of Strømsø with the Museum and Marienlyst (sporting place), and Tangen with big wharfs, from where there is a considerable export of cellulose, paper and timber. On the north side the district of Bragernes, with a beautiful church (Reredos by the well-known painter Tidemand), a theatre, a fine park and the Exchange building. The town has an electric tramway (without rails).

North of the town there are enormous forests, the Finnemarka, with delightful paths.

There are also beautiful excursions by small steamers along the Drammensfjord.

From here a road leads through the hills to *Konnerudkollen Tourist Hotel* (1½ hrs.), 1,300 ft. a.s., an hotel well adapted for a prolonged stay. Splendid mountain air in pretty surroundings.

From Drammen the broad-gauge railway leads up the valleys through somewhat monotonous landscapes to Gulskogen (56 Km.), and on to Mjøndalen (64 Km.), the centre of a manufacturing district. Thence to Hokksund (70 Km.). Buffet.

Travellers to Kongsberg, Skien, Notodden and the Sørlandsbane change trains here. See Route 14.

Further northwards we run through attractive scenery with waterfalls, past Burud to Skotselven (80 Km.), where there is a wood pulp mill. Thence an iron bridge leads across the Døvikfoss to Aamot (86 Km.), and the river is skirted past Embretsfoss paper factory to Gjeithus (92 Km.), where there are a couple of wood pulp mills and paper factories. Next comes

Vikesund (96 Km.). 4 Km. from the station are St. Olav's Baths, also called Modum Baths. The scenery is attractive and the place much frequented.

Travellers to Kroderen and Hallingdal change trains here. See Route 12, page 116.

The line then follows the Tyristrand on the western shores of the Tyrifjord through an attractive landscape past Nakkerud, Skjærdalen and Ask to

Hønefoss (124 Km.), where it crosses the Oslo–Bergen railway. See Route 13, page 120.

From Honefoss a carriage road leads across Ringerike to Sandviken and Oslo. See Route 9, page 101.

A run by the Aadal's River and past a number of sawing and wood pulp mills, and across the Hofsfoss and Hensfoss, brings us to

Hen (131 Km. from Oslo), on the Aadal's River, a little distance below the south end of Lake Spirillen. Hotels: Jernbanehotellet and Andersen's. Dinner is generally taken here.

The train continues in a easterly direction to *Randsfjord Station* 142 Km. from Oslo, where the line ends. Hotels: *Berger, Randsfjord.* On the other side of the bridge *Hadeland's Glass Works* are situated. From Randsfjord Station comfortable steamers run once a day to *Roikenviken* 2 hrs.. *The Randsfjord Lake* is 73 Km. in length and surrounded by fertile fields, with high hills in the background. Roikenviken is a railway station, from whence trains several times a day to Oslo. See Route 10, page 103.

Between Hen and Sorum there is regular steamer connection once a day. The steamer runs through smiling and attractive landscapes up the Aadal's River, which has a rapid current as far as Bergsund, where the mountains increase in size and beauty. Thence we proceed to Kongsstrømmen, where the Spirillen lake com-

mences, with several locks and an embankment. The Spirillen has a length of about 25 Km. and is surrounded by high hills and mountains, being one of the prettiest lakes in Eastern Norway. On the west side lies Hogfjeldet (3,300 ft.), and at the northern end is Nes or Nesmoen, with Granum Posting Station, where accommodation may be had.

From here a carriage road leads up the *Hedalen Valley* to the old *"Stave" Church*, which is worth a visit, and thence across to the *Bægna Valley* and *Sørum*.

At Nes the steamer runs into the river Bægna, which at first is rather broad, but narrows by degrees, and after traversing the rapid Valdresstrom we reach the terminus of the steamer tour at

Sørum, 60 Km. from Hen, 191 Km. from Oslo. Hotel near the pier.

The journey is now continued by motor car. There is a good road up the valley to the point where a road turns off to the left to Ildjernstad in Øvre Hedalen, near which lies Hedalen's "Stave" Church (see above under Nes). We, however, drive on to

Garthus, 18 Km., and then through a narrow valley and along the river Bægna on a magnificent road up to Bagn in Søndre Aurdal and across Storebrufoss to

Fjeldheim, 17 Km.

From here there is a pretty but very heavy carriage road to Tonsaasen. See Route 10, page 104.

For the most part hewn out of the rocks the road now ascends along the eastern side of the river Bægna to the summit of the hill, where a magnificent view of the snow-clad peaks of the Jotun Mountains opens out. Thence the road passes mostly through woods to Bjørgo on the Valdres railway, where the road joins that from Tonsaasen and continues to

Aurdal (Frydenlund), 16 Km. See Route 10, page 105. From this point we travel by the Valdres railway, or by road, to Fagernes, and from thence to Lærdal. See Route 10, page 105, and Route 12 following.

Route 12.

From Oslo to Lærdal (Bergen), through Hallingdal and over the Hemsedalsfjeld.

The scenery on this route is not considered so fine as that through Valdres, neither are the majority of the stations so good as on other routes, although they have been considerably improved of late years. Tourists therefore do not generally choose this way to Western Norway, unless they have already travelled over the other routes, or wish to include it in the circular tour up the Valdres and down the Hallingdal, or vice versa.

The tour can be shortened by taking the Bergen railway as far as Gol, but in that case Lake Krøderen will be left out.

The departure is made from the Vestbane Station in Oslo. Two trains a day, but only the morning one connects with the steamer on Lake Krøderen. The luggage should be booked through to Gulsvik. Between Oslo and Krøderen takes 4½ hrs. and between Krøderen and Gulsvik 3 hrs. (For description of the railway journey between **Oslo** and **Vikesund** see Route 11, page 114).

From Vikesund the line ascends a long hill, and continues to Snarum, affording a pretty view of the river, then running past Morud and Ramfoss to

Krøderen (122 Km. from Oslo). Hotel Krøderen and Glæsnes Hotel.

Steamers run once a day up and down the Krødèren Lake, dinner being served on board, both going up and coming down. Beautiful landscapes, with high hills and mountains, are characteristic of the trip. The steamer first calls at Olberg on the beautiful Noresund and then at Bjøreøen, on which lies Bjøreøen's Hotel, where boarders are received. Hotel Norefjeld, 2—3 hrs.' walk from here. From the stopping-place, Sandum — a little higher up — a very steep cart road takes one up to Sandumsæter and Fjeldhvil, two summer pensions, from whence there is a magnificent view towards south and east. From here the ascent may be made of Høgevarde (4,500 ft.), the highest peak of the Norefjeld, the nearest mountain district to Oslo, from which one of the most extensive views in Norway may be had. The Drammen and Oplands Tourist Club has erected a tourist hut here.

The steamer continues through charming surroundings to the upper end of the lake, and stops at

Gulsvik, 40 Km. from Kroderen Station and 162 Km. from Oslo. Hotel Granheim. Here the Bergen Railway is joined and followed as far as Gol. The tour is described in Route 13, page 120.

Gol, 61 Km. from Gulsvik, is situated just where the Hallingdal (traversed by the Bergen railway) bends off to the left, the main route continuing across the Hemsedalsfjeld northward to Lærdal. Rolfshus Hotel, 5 minutes from the station, Hesla Hotel, Eidsgaard's Hotel, and Bruvold Hotel.

From *Gol* there is a route across the mountains to *Aurdal* in Valdres. First comes a carriage road past *Rust* and *Brautemo* and as far as *Osetsæter* 2,950 ft. a.s., a very much frequented Boarding House. Good fishing in the *Tisleim Lake*. From Osetsæter we proceed by rowing boat across the *Tisleimfjord* to *Langesæter* 1½ hrs.; and thence by a cart road to *Fossheimsæter* (4½ hrs.). See page 105.

At *Kambensæter,* about 5 Km. before arriving at Osetsæter, a cart road leads off to the right to *Sanderstolen* 24 Km. from Gol, also a much frequented summer pension. Thence a cart road bad leads to *Merket* (7 Km.) and Tisleia Sæterhotel, where boarders are also received. From Merket we row across the *Olsøen* 25 minutes, and proceed thence on foot down to the *Skotehuset* 7 Km., whence a good road takes us to Aurdal 6 Km.. Half way between Sanderstolen and Merket a cart road leads down to the valley and follows the *Tisleia* to *Skotehuset*, from whence runs the road as indicated above. The whole tour takes from 12—14 hrs. For *Aurdal* see Route 10, page 105.

From Gol the journey is continued by motor car. Conveyances may be had at the hotel and should be ordered in advance through one of the tourist offices in Oslo.

At Gol the Hallingdal River is left and the journey continued up the Hemsedal and along the river Hemsil, thence ascending by long windings the Golsreppen Hills. Skogshorn (5,750 ft.) towers up, the road leading through a fine pass, and across the river and past a somewhat monotonous landscape to

Granheim, 17 Km. On the left side is seen Veslehorn, from which the Hornsfoss rushes down in four different streams. Hemsedal's Church is now passed, and the Trøimselv crossed, the journey being continued to

Tuv, 21 Km. A good place for fishing, with pleasant surroundings. The road now ascends considerably through Mørkedalen, a grand though sombre valley, the pretty Kjukandefoss being passed on the way. It then leads past the Storeskarv Lake and across the mountain plateau to

Bjøberg, 39 Km. (3,350 ft.). Bjoberg is a nice little place, but the surroundings are rather monotonous. There is a pretty view of the Jøkuleggen (5,400 ft.), and Bjøbergnuten and Raubergskarvet can be easily ascended.

From Bjoberg one can walk across to *Nystuen* viâ *Eldrevandet* and also to Maristuen (see page 110).

At Eldrehaugen, 7 Km. beyond Bjøberg, the border between the dioceses of Oslo and Bergen is crossed. The road here reaches its highest point (3,850 ft.), and we then rapidly descend to

Breistølen, 15 Km. From here a new road runs downwards past Berstølen (where the Berstølfoss, 3—4 minutes from the road, should be visited), and further downwards to Borlo Bridge, where the road from Valdres across the Filefjeld is joined.

For description of the route from Hegg to Lærdal see Route 10, page 110.

Route 13.

From Oslo to Bergen by Railway.

Distance 492 Km. (abt. 306 Engl. miles). Time of journey 14 hrs. One day train and one night train in each direction besides local trains on the various stretches. Restaurant cars are attached to the trains. Seats should be engaged at once upon starting on the journey as the cars are apt to be crowded. Light refreshments are served in between meals.

Buffets at the following stations: Roa, Honefoss, Nesbyen, Aal, Finse, Myrdal, Voss and Vaksdal.

Snow spectacles (smoked glass) should be taken for the journey across the mountain plateau, for the glare of the snow on a bright day is trying to the eyes. They should also be used on expeditions into the snow and glacier regions.

The construction of this Railway, which is a continuation of the Bergen—Voss Line opened in 1883, involved a hard struggle between science and nature, resulting in a crowning victory for Norwegian engineering skill and for the physical endurance of the men engaged in the work. Although most of the Swiss and Tyrol Alpine lines attain to higher altitudes than the Bergen—Oslo Railway (commonly called Bergensbanen) yet when one takes into account the more northerly latitude of the Bergen line and the consequently far severer climatic conditions, the difficulties and obstacles surmounted in its construction are seen to have been far greater. The Swiss lines run between the 41st and 13rd latitude, the Bergen line between the 60th and 61st, and whilst all the Alpine railways, with the exception of the Brennerpass line,

cross the mountain chain through long tunnels, the Bergen railway traverses the open plateau for a distance of over 60 miles above the pine limit, and for more than 30 miles above all tree growth.

As the line passes through a wilderness of rocky mountains, lakes, frozen waters, snow and glacier, the scenery is the wildest and most impressive that can be seen from the carriage window of any European railway. The Alps have nothing that in this respect surpasses the Norwegian line.

Finse is the highest station (4,010 ft. a. s.) while the highest points of the line (4,268 ft. a. s.) is crossed at Fagerbotn on the Taugevand lake, a few kilometres west of Finse.

The line took 14 years to build (standard gauge 4 ft. $8\frac{1}{2}$ in.) and was officially opened in November 1909. It cost over £ 3,000,000. the high mountain section alone accounting for nearly £ 1,000,000. The tunnels number 178, and have a total length of about 23 miles, of which about 17 miles (119 tunnels) are on the west side of the plateau, and about 6 miles (59 tunnels) on the east side.

The longest tunnel is the Gravehalsen between Upsete and Myrdal; length $3\frac{1}{3}$ miles, which the train passes through in 8—9 minutes. It took 12 years to complete. The next tunnel in length is the Haversting (about $1\frac{1}{2}$ miles) emerging above the east bank of Lake Kroderen about 15 miles from Honefoss, going westwards. Besides these tunnels there are 19 miles of wooden snow-screens and 10 miles covered in by sheds. In addition to these protections enormously powerful rotary snow ploughs are stationed along the mountain section of the line. The gigantic force of these machines whirls the snow in wide arcs, the rotary plough working at a speed equal to the labour of about 1,000 men, the line being kept clear even in mid-winter in spite of snow storms and snow drifts. Passengers experience no inconvenience in the comfortable, well-heated corridor carriages.

The convenience and importance of this new railway will at once be apparent to travellers, and the facility of easy and rapid access from the capital to the West Coast, or vice versa, makes it possible for tourists with limited time to include in their trip much of the grand and varied fjord scenery of Western Norway. Moreover, Bergen now possesses the advantage of being in direct connection (through Oslo) with the whole Continental railway system of Europe.

Leaving **Oslo** from the Central Station (Østbanen) the line skirts the northern and north-eastern suburbs as far as Grefsen (7 Km.), touching the southern end of the Maridals Lake, which supplies the town with water. It then traverses the fertile districts of Nittedal and Hakadal, ascending through a country of forests, hills, and lakes till it reaches

Roa (38 Km.), where it branches off from the Valdres and Gjevik line, which it has hitherto followed. It then proceeds in westerly direction through woods up to a hight of 1,000 ft., and then gradually descends past Hadeland and Jevnaker (Alm Sanatorium), close to the southern end of the Randsfjord Lake (see page 114), crosses the Rands River, and, further on, the river Bægna by a stone bridge (9 spans) 705 ft. in length, just above the Honefoss Falls.

Honefoss (90 Km.) is a little town of 3,000 inhabitants, for a description of which and its environs see page 101, and for the railway journey thence via Drammen to Oslo see page 114.

Tourists coming from Bergen by the day train, are recommended to stop here for the night, and the next morning to take a motor car to Oslo through Ringerike (see page 101).

From Honefoss the Bergen line continues up through the valley of Sokna and then enters the Haversting Tunnel, abt. 2¼ Km. in length. On emerging we obtain a lovely view of Lake Krøderen (see page 116), along the eastern shore of which we descend for about 10 miles to

Gulsvik (141 Km.) at the northern end of the lake. Hotel: Granheim, close by the station.

For description of the tour down the Krøderen, and on to Oslo see page 116.

The railway now continues through the picturesque valley of Hallingdal, skirting the left bank of the river Halling, stopping at the stations Flaa (152 Km.), and Austvoll (160 Km.), and the Bromma Lake (fishing) and on to

Nesbyen (185 Km.) the administrative centre of the valley. Railway Hotel, Øyes Hotel and Svenkerud's. Hallingdals National Museum is interesting.

A fairly good rubbish path crosses the mountain to *Hedjerustad* in the *Oure Hedal* and to *Geilo* on Lake Spirillen, 10–12 hours. See Route 12, page 115.

Traversing fine pine forests the train crosses the river by the Svenkerud bridge, one of the largest single-arch

stone bridges in Scandinavia, having a span of about 140 feet, and shortly after reaches

Gol (202 Km.). Rolfshus Hotel on the other side of the river, Hesla Hotel, Eidsgaard's Hotel, and Bruvold Hotel.

From Gol across the mountains to *Aurdal* in Valdres, see Route 12, page 117.
For the Route across the Hemsedalsfjeld to Lærdal, see page 117.

On leaving Gol the line winds westward, keeping the river on its right, and in 20 minutes reaches

Torpe (218 Km.), where we notice up the hill on the opposite bank the quaint old Stavekirke (timber church) now in disuse. By its side is a new modern wooden church. Across the river is Skjerping posting station. Next comes

Aal (228 Km.) in the centre of the upper Hallingdal valley. Sundre's Hotel, is on a hill on the other side of the river, which is crossed by a bridge to the left of the railway station. Close to the hotel is an old Thingstue (a kind of court-house) curiously built and carved, also a typical Halling log-house (called Gretestuen) with peculiar carvings. The inhabitants of these districts have succeeded in preserving their old customs and picturesque dresses. The famous Halling dance is still in vogue at weddings and on other festive occasions, and somewhat resembles a reel, the girl being whirled round by her partner, who ends the dance by kicking the rafters in a flying jump.

From Aal the line continues by the side of the river until it enlarges into the Strandefjord Lake; it then rises in steep gradients, with wide, expansive views to the right, of the Hallingdal and the fine entrance to the Holdal. Continuously ascending, the line crosses the river Uste by Breifoss Bridge and turn into the broad Ustedal, the Hallingdal disappearing to the right behind the northern side of the Hallingskarv Mountain. Shortly the pine forests cease and birch, ash an willow take their place, and soon

Gjeilo (253 Km.) is reached. The village (2,605 ft. a. s.) borders upon the mountain plateau, and with a sub-alpine climate, is an ideal place for a holiday rest. Numerous walks and fishing.

Dr. Holm's Hoifjelds Hotel, in sheltered position. Gjeilo Hotel, the old station inn, now enlarged. Breifoss Pension and Hallingskarvet Hotel.

From Gjeilo the Hallingskarvet can be ascended. From here there is also a motor car route viâ *Dagali* and through the *Skurdalen* and *Numedal* to Kongsberg. See Route 14, page 132: To Skurdalen is an easy and pretty walk from the hotels at Gjeilo.

From Gjeilo the line continues to ascend, and after passing through the Saabald Tunnel the first snow-shed is encountered as an artifical continuation of the tunnel. Rows upon rows of snow screens now protect the line on both sides, for violent wind sweep down here in winter from the Hallingskarv Mountain, and drive the snow on to the line.

Shortly the Usteoset Tunnel is entered and on emerging one sees the extensive Ustevand straight in front. To the left, from the southern shore of the lake, rises the Hardangervidden moraine and in the background along the sky-line the first glimpse of the Hardangerjøkel Glacier can be had in clear weather. To the right rises the snow-capped Hallingskarv Mountain, broken by glaciers shooting through precipitous fissures down its sides. The nearest glacier is Eimaa, the source of the river Eimaa, the channel of which has been turned so as to pass through a tunnel under the line. In quiet weather, when the Uste lake lies smooth and clear, reflecting the surroundings, it presents a beautiful picture.

Following the Uste Lake, the line passes Usteoset (Osestolen Hotel) and makes a long curve to the left. The Hallingskarv is again seen on the right, but is soon lost to view behind the nearer lying hills. Continuing to follow the northern shore of the Ustevand, we presently traverse a short tunnel and then, having left the lake behind, skirt the shore of the Sløtfjord, connected with the Uste by a fordable sound. On the other side of the Sløtfjord we note, rushing into it, the river Ørterdal, which rises out of the Ørteren Lake, one of the best fishing waters in these mountains. There are also fish in the Uste and Sløtfjord but they are not large.

Still skirting the Sløtfjord, we presently reach the first high mountain station of

Haugastol (276 Km.) 3,240 feet a. s. Here the State has built a useful hospice, with an adjoining hotel, for the benefit of travellers. Sailing and row boats on the Uste lake are at the disposal of the guests, while Haugastol is one of the best ski-ing districts in Norway, and excellently adapted for a prolonged stay.

Here the transport road ,built during the construction of the railway, begins and runs alongside the line to Myrdal. Two Kilometres from Haugastol on this road is a small house

Fjeldberg, which can also be used as a starting point for excursions.

1. To *Krækjahytten* Tourist hut 3 hrs.. By road to *Fjeldberg*, thence by boat across the water and then along the eastern bank of the *Nygaardsvand*, ascending steadily up the slope of the hill in south-westerly direction to *Ørteren*. Following the north side of this lake we then bear off more westerly along a good path, from the top of which the *Trestikkelvand* is seen to the right. The river between this lake and the Ørteren must be waded, the best ford being at the effluence of the Trestikkelvand. Continuing in westerly direction up the *Svanuten* hill and following the cairns, a fine view of the *Hardangerjokel* glacier is obtained from the top. *Krækjahytten* is seen lying at the north-west end of the *Krækjavand*.
   From Krækjahytten one can cross to *Eidfjord* in Hardanger viâ *Maurset* and *Garen*, a long day's march.
2. To *Follarskarsnut* Hallingskarven. Following the road to *Vikasæter*, about 7 Km. from Haugastøl, we there begin the ascent on the east side of the *Vikaaen*, which we skirt along a good path. Having gained the height and turned somewhat to the right to avoid some morasses, the *Follarskar* pass, and, to the left of it, the *Follarskarsnuten*, will then be seen straight to the north, for which we steer. Up the pass a bridle path is followed, until a tiny lake is reached, to the left of which lies a large, steep snow glacier. Directly in front of this the ascent to the top is begun. From Haugastøl to the pass takes about 4 hours and thence to the top of Follarskarsnuten about another hour. The return journey is made in about 5½ hours.
3. To *Karistøl Hornebosæter Tuvesæter Langeliberget*. Either row direct from Haugastøl to *Hornebosæter* which is the best way, or walk along the railway line to *Karistolsæter*, whence row across the *Uste Lake*. From Hornebosæter to *Tuvesæter* is about 1½ hour's walk over easy ground. When the height is gained, *Tuvenuten hill* is seen to the right of *Ustatind* peak, Tuvesæter lying on the south side of the former. It is supported by the Norwegian Tourist Club and has two double-bedded rooms. This short excursion from Haugastøl is well worth taking, as one sees a part of the Hardangervidden at close quarters.
   From Tuvesæter one can proceed to the west of *Bjordalsnuten*, between this and *Grønnenut*, past *Albrechstein* to *Langelibergets tourist hut*.

On leaving Haugastol the line curves to the right round a bay of the Sløtfjord and passes Fjeldberg, where the projected new road from Eidfjord to Hardanger across the Hardangervidden will end, a bridge being built here to lead the road over the river, which connects the Sløtfjord and Nygaards Lake.

Around the Nygaards lake it is comparatively sheltered and up the hill side a little further on we see a small mountain farm, the last and highest-lying dwelling (3,280 ft.) on the east of the plateau. Until the railway was built this little mountaineers' hut was altogether isolated from the outer world, the only means of conveyances being by panier horse down to Usteoset (20 Km.) whence a poor "sæter" road led to Gjeilo.

From Usteoset to Nygaard the train has been running on an almost level track by the side of three large mountain lakes. The line now begins to ascend again in steep gradients, passing through a tunnel, then over a high stone

embankment under which the river Vikaa has been led through an aqueduct, and then entering another tunnel with snow protections on both sides.

We shortly pass the Nygaardtarns, where still grow a few small birch, but these are the last we shall see. The line now turns to the right and along the Ustekveika River, which has its sources in the Hardangerjøkel and the Taugevand, and rushes in very strong rapids down to the left into the Bergsmulsfjord. We then cross, by a new stone bridge, the Grjotaaen (a branch of the Ustekveika) coming from the Hallingskarv, a part of which is now seen to the right for the last time.

A long cutting in the rock entirely covered in brings us to the Tung Lake (left side) where the boundary between the provinces of Buskerud and Hordaland is passed. Snow protections now become more and more frequent, as, following Ustekveika, the line at length crosses the transport road and passes Sauebotten Lake. Here it enters upon the tableland of the plateau where the only growth is moss and grass. More and more of the Jøkel is seen and the Kongsnut towers aloft, surrounded by ice fields with large crevices on all sides.

Still following the course of the Ustekveika we turn into the Finsedal with its noted grazing ground, and shortly reach the Fetevand Lake (to the left) and get an expansive view of the Finse Mountains with the Finsefond (glacier) between.

As the line turns to the left and intersects the transport road, the whole Hardangerjøkel (glacier) presents itself to the view in front of us. The top has the appearance of a white dome. Jagged ice fields in ever-changing shades of green and blue roll downwards, partly covered by snow, and in front, in the middle of the lake, lies a large plain of sappy, green grass — called Finsefeten. In quiet, clear weather the view along the Fetevand lake affords a grand opportunity for admiring the beauty of the glacier. Passing the rapids which connect the Fetevand and Finse lakes we traverse a long tunnel with snowsheds and timber protections on both sides, under the region of perpetual snow, and approach the banks of the Finse Lake, shortly arriving at the highest-lying station on the line

Finse (302 Km.), 4,010 ft. a. s., the grand centre for expeditions and sport. Ski-ing can be practised until midsummer, long after the Ski season in Switzerland and other places is ended. There is an abundance of snow in these high-lying regions and splendid open slopes in all directions, while the cold is neither severe nor unpleasant. One can

wander on skis on the Hardanger Jøkel all the year round, but the best time for winter sport here is from the beginning of March to the end of May. In the winter reindeer are stationed here for driving visitors about. The hospice, at first built by the State, soon proved too small and has now been enlarged to a comfortable Alpine hotel, having 120 beds, with central heating throughout.

The obelisk between the platform and the hotel is to the memory of Th. Lekve, who was appointed in 1895 chief engineer for the Voss—Tauge Lake section of the line, but died in 1897, not however before he had made out his plan for the execution of the work, a very difficult problem. Lekve was succeeded by chief engineer H. Skevum, who directed the construction of the whole high mountain part of the line until July, 1908, when this able engineer also died, hardly a month after the section Voss—Gulsvik had been opened to traffic.

Splendid views of the Hardangerjøkel (glacier) and the Finse Lake fronting it are obtained from the hotel and station. To the right rise the Great and Little Finsenut, divided by the Finse Pass, in which lies the Finsefond snow field.

The ice in the Finse lake does not break up before July. There were formerly no fish in this lake, but several thousand trout fry have been put in and already stood several winters. Three large rotary snow ploughs and their powerful accessory locomotives are stationed here.

Walking Expeditions from Finse. The best time for summer tours is from the last half of July to the middle o. September, the weather in the latter month being often magnificent. No one not familiar with the Hardanger glacier should go there without a guide, especially in the early summer, when the snow still covers the many crevasses. Moreover, it frequently becomes quite suddenly enveloped in fog, even in clear sunshine. A guide can be engaged at Finse and other starting points.

Warm clothes should be worn at all seasons so as to be prepared for sudden snowstorms and cold winds and an impregnated canvas jacket (wind jacket) with hood (sewn to it) is a capital protection. For winter expeditions a storm cap with earlaps will be found useful, and two pairs of worsted gloves should be worn and a third pair kept in reserve. The best boots to wear are those known in Norway as *Bygsmsoveler*: they are handsewn, impregnated with pitch, and lined with shaggy goat skin, and are practically snow-proof, besides being and excellent protection against cold and sore feet. Knickerbockers and putties are the best wear both in summer and winter. For extented Ski tours a long, strong pole is a useful aid in negotiating a precipitous hill, but for short tours around Finse and Haugastøl the usual two short bamboo sticks, with wicker work discs at the end to prevent them sinking into the snow, are the most convenient. Snow spectacles should be worn on the glacier both in summer and winter. One should always be well roped on the glacier if the guide advises it, and a compass and map ought to be carried by every one. Before starting one should rub the face with vaseline to protect the skin, and ladies should wear a motor veil. Great care should be observed in wading rivers as the water is often of a clayish substance, making it difficult to see the bottom. Sound the depth first with a pole.

1. *Ascent of Great and Little Finsenut.* Starting by the transport road past *Finsevatn* river we cross the railway and proceed straight up the *Finsepass*, the snowfield in which is hard and firm to walk on. Having

reached the top we turn to the left and ascend to the cairn on *Little Finsenut*, whence a splendid view can be had of the northern part of the Hardanger glacier, with the Finse valley in the foreground. In clear weather the summit of Gausta (Telemarken) can be seen to the left of Kongsnut. To the west one sees the steep wall of Vasfjæren (near Ulvik) and numerous ice fields, while straight below the railway line can be seen winding its way for a distance of about 20 Km. The climb takes 2 hours up and down. To the Great Finsenut one turns to the right in the pass and the view is rather more extensive than that from Little Finsenut. About 3 hours up and down.

2. To *Sandalshaugen*. Going straight up from the station and northwards, and having ascended the first height, seen from the station, we still follow a northerly direction to *Sandalshaugen*, easily distinguishable by its large round top in front of the Hallingskarv. At the foot of this hill grows *Dryas octopetala*, with large white flowers of light petals and leaves resembling oak leaves. There is a fine view of the Hardanger glacier, but a better one may be obtained from the Finsenut top. 2 hours' climb up and down.
3. To *Follarskarnut*. 8-10 hours up and down. Guide necessary.
4. To *Krækjahytten* tourist hut. 9 hours. Either direct along the east side of the Hardanger glacier in south-easterly direction past *Finsberg*, or first along the transport road to *Storuri railway cabin*, thence over the river and then straight across the ridge of the *Bergsmut* to *Finsberg*. Here the two routes join, following the eastern side of the *Dragoinevand* to *Krækjahytten*.
5. To *the top of the Hardangerjökel* (glacier). 3 hours up, 2 hours down. Crossing the bridge over the *Ustekveika* at the east end of the Finse lake, we then follow the cairns to the edge of the glacier. Thence we keep more under the western side of *Nordre Kongsnut*, which is rounded, to the large guide poles leading up to the top. To obtain a better view of the vast mountain wastes one should go a short distance southwards from the top, when Gausta in Telemarken is visible to the south-east, Haarteigen to the south-west, and the western part of Jotunheim, especially the Skagastöl peaks, to the north over the Hallingskarv.
6. To *Fosli across the glacier* (10 hours). We continue from the top of the glacier (see § 5) follow the guide poles in S.S.E. direction down to *Leirhalsen* (1 hr. from the top); then, guided by the cairns, cross *Staalhatten*, either direct to *Fosli Hotel* by going down *Isdalen* (not advisable without a guide), or past the *Gronnenuten* mountain down to *Maurset* and on to *Garen* and Fosli. Reckon 3 to 4 hrs. from Leirhalsen to Fosli. See route 21.
7. To *Dammevasshytten and Fosli (Eidfjord)*. By the transport road westwards to *Norevuit railway cabin*, thence follow the cairns at some distance from the Finse lake and by the bridge over the *Sandau* and *Ustekveika* (1 hr. from Finse). Then up a steep hill in W.S.W. direction for half an hour, to the south side of the *Dyrhaugene*, where the glacier begins. Fine view looking back over the Finse valley and lake. We now turn more to the south-west and steer by the east side of *Ravnebergnuten*, but keeping at some distance from the top to avoid crevasses, and having passed it completely, turn full west and down the steep. The walk across the glacier takes about 2½ hours, over even ground at an elevation of about 5,000 ft. a. s. affording magnificient views of the vast mountain wilderness.

   The *Juranuten* is now seen to the south of the *Ravnebergnuten* and between them one has an extensive view of the *Onen* mountain in the background. The *Skaurunuten* are on the left and the *Upper Dammevand* water at the bottom of the valley below. After the descent from the glacier one proceeds more southerly on the east side of the upper Dammevand, across a small height and suddenly the famous *Lower Dammevand* lies before one, with large ice blocks floating about in the water in which the *Rembedalskaukje* glacier, on the opposite side, is reflected. Here one should rest and enjoy the scene. To reach the

Dæmmevandshytte (hut, which lies on the other side, a turn to the left must be made across the Rembedalsskaakje, over which it is advisable to be roped. About 5 hrs. from Finse.

Dæmmevandet (lit. dam-water) derives its name from being dammed up by the *Rembedals* glacier, and has been the cause of destructive floods in the valley of *Simadal* by breaking through the ice barrier. To prevent this a tunnel (abt. 1,200 feet long) has been bored through the rock at the south end of the dam as an outlet for the water. The tourist hut was originally erected as barracks for the workmen, but has since been repaired and improved and can now accommodate 18 persons. From the Dæmmevand we continue across the glacier southwards for about half an hour and then by a plainly marked path over the *Velletræ* top, and by a steep descent soon reach the *Skykkjedalsvand* where the river is crossed by a bridge at the western end of the lake. Before the descent to the water one has a splendid view of the *Simadal* and *Hardangerfjord*, with the *Rembedalsfoss* to the right. Following the cairns for ½ an hour in westerly direction to the brink of the *Skykkjedalsfoss* 820 feet high, we proceed thence to *Fosli* by a marked path in southerly direction between the two ice hills.

From the Dæmmevands hut to the *Skykkjedal* Fall. About 3 hrs. From the Dæmmevands hut to *Fosli* about 7 hrs. *Fosli Hotel* owned by Ole Garen. It lies immediately above the *Vøringsfoss;* compare Route 21.

8. *Dæmmevandshytten to Simadal* (6 hrs.). Following the foregoing tour until the steepest part of the descent to the *Skykkjedal Lake* is reached, we then turn to the right (about 1¼ mile from the water) and along a good bridle path in windings down a wooded slope to *Simadal*. Hence 1 hour's row to *Eidfjord* (Vik). See Route 21.
9. *Finse to the Steinbergdal and Aurland.* A stiff 2 day's march. Guide necessary. 4 hours to the *Gjeitevggen hut*, belonging to the Tourist Club; thence 4—5 hrs. to the *Steinbergdal tourist hut*, where sleep. Next day viâ *Osterbo* and *Nesbo* through the magnificent *Nesbogalder* to *Aurland* (Sognefjord) 9 to 10 hours. Wild scenery.
10. To *St. Paul*, a peak on the *Hallingskarvet*, 4 hrs. up and down. Magnificent view of the Jotun Mountains and the Hardangervidde.

On leaving Finse the line crosses a stone bridge over the Finseaa and turns to the left round the Finse lake with a wide view down the Finse valley (on the left). As the line continues along the upper part of the Finse lake, the Hardanger Glacier is approached nearer and nearer, and we see on the other side the glacier river rushing downwards in wild leaps, the large fissures in the different glacier arms now becoming more and more distinct as we go.

As the line turns round the Finsenut mountain it passes through long snowsheds on to the Sandaa Lake, and then crosses a bridge over the river Sandaa, where it enters the longest of all the snow protections across the plateau, a continuous length of about a mile. We now gradually leave the Hardangerjokel behind and shortly reach the pretty Fagervand, where one sees even as late as the end of July, large ice floes, with imposing mounds of frozen snow filling all the hollows. A long line of snowsheds is then negotiated, connected by several tunnels, during the passage of which the highest point of the line is crossed (4,268 ft. a.s.). Emerging from the tunnels we come to the Taugevand, rarely free from ice before August, and

reaching the watershed between the east and west country, immediately enter upon the characteristic scenery of the West, with its precipitous mountains and narrow valleys. One should keep a good look out to the left, as between the numerous tunnels many fascinating views may be obtained.

From the Taugevand the line begins to descend 1 in 20, and passing Grjotruste railway cabin, we traverse the Langhelletunnel, and on emerging make a great curve, almost a half circle. Following the Langeheller Lake we get a last distant view of the Hardanger Glacier and then skirt the Høgheller Lake, running through tunnels and snow protections, amidst a wild and desolate waste, until we pass the Skomaaen River and arrive at

Hallingskeid (323 Km.), 3,640 ft. a.s. Fjellstova Hotel.

From Hallingskeid one can cross through a wild and mountainous country to *Ose* and *Ulvik* on the Hardangerfjord. 5 hrs. to Ose, thence by row boat to *Øidvinstaa* (5 Km.) and by good carriage road to *Ulvik* (5 Km.. Reckon 8 hrs. in all for the whole expedition. See Route 21.

The line continues to descend through the Moldaa Valley along the Grønsdal Lake and Kleive Lake, where boundary between the provinces of Sogn and Fjordane and Hordaland is crossed. At the lower end of the Kleive Lake the pretty Kleivefoss, formed by the Moldaa river, precipitates itself (on the right) into the narrow Kleive Ravine, the line crossing the fall by an arched stone bridge having a span of about 100 feet. Between Kleive bridge and Myrdal station is a distance of about 5 Kilometres, consisting principally of tunnels and snow protections, with glimpses of wild scenery between the openings (right side).

The line hugs and climbs the mountain side like a goat, and after passing through the Reinunga Tunnel (about 1½ Km. long) we see for a moment the dark surface of the Reinunga Lake in the depths below, with the Vatnahalsen Hotel at its far end. Here we approach the wildest and most imposing view on the whole line. On emerging from the Gjeithammer Tunnel the wild valley of Flaam with its towering heights opens to our view, the Vidmenaasi in the background, with the valley 1,000 feet below, through which tears the River Flaam, fed by the Kjosfoss, coming from the Reinunga lake. The line now turns to the left and we arrive at the station of

Myrdal (336 Km.), 2,843 ft. a. s., and at the other end of the platform see the entrance to the long Gravehals tunnel. The Vatnahalsen Hotel, finely situated, is about 20 minutes' walk from the station.

From here a first class carriage road leads through the *Flaam Valley* to *Flaam* on the Sognefjord. See Route 22. An electric railway from Myrdal Station down to Flaam is projected.
From Myrdal there is also a mountain path to *Ose* in Hardanger. See above under Hallingskeid.

Eight minutes brings us from Myrdal through the Gravehals Tunnel (5½ Km.), the longest tunnel on the route, to

Upsete, where there is a small tourist hotel, having about 20 beds.

From *Upsete* one can cross the mountains viâ *Slondal, Veset, Tyssedal,* and *Sotenaas* down to *Løiningsæteren,* and from there on a new carriage road to *Ulvik* on the Hardanger Fjord (about 10 hours). See Route 21. It entails much climbing, but there are good bridle paths.

Following the northern side of the valley, along the banks of the Langevand, we are still above the tree limit, but the green slopes impart a pleasing character to this secluded valley. We have, however, no sooner left the Langevand shore than we reach the first tree growth, and although snow protections and tunnels are still frequent, at intervals we get fine open views of the charming Raundal (Raun = ash tree).

Passing beneath the Ørnebjerg Mountain, we see far up the hill side the highest-lying farm Kleivene and then enter a long tunnel, which it was necessary to build by reason of the snow and stone avalanches here. The line then makes a long curve to the left, passes the Ljosandeaa and Rjoandeaa streams, and reaches

Mjølfjell (354 Km.). Stadheim Hotel has a magnificent situation.

From Mjølfjell to *Ulvik* 4 hrs. beautiful walk. First across the *Raundøla* and up to *Vesætvandet,* then through the cleft and down to *Lønning,* from where 5 Km. good road to *Ulvik.*
From Mjølfjell one can also pass over to *Stalheim* 6 hrs.'. First good and even path to *Rjoanddalen,* then steep down the *Brandsætdalen* to *Opheimstranden,* whence ½ hrs.' drive to Stalheim. Beautiful tour.

Raundalen now becomes narrower as we pass Reime station and the little hamlet Skiple, where is the last of the snow protections. After leaving Grove station and passing through a long tunnel, we should keep a good look out to the left, for then the grand and wild gorges of the Rastali and Sverreskaret begin, so narrow that only room is left for the foaming torrent. Here is the

Sverresti, a narrow path by which it is said King Sverre and his warriors crossed in 1177 to reach Eastern Norway.

Emerging from the gorge we have left the Raundal behind us and passing Kløve Slate Quarry (to the right) and several small farms, come to Ygre station. Here we have a pretty view of the Tjukkebygd, a fertile district thickly studded with farmsteads, and then approaching the outskirts of Voss, crossing the Strande River by an arched stone bridge (137 ft. long), and passing through the village of Vossevangen, arrive at

Voss (385 Km.). Hotels: Fleischer's, 1 minutes' walk from the railway station and prettily situated on the Vangs Lake. Grand Hotel near the Church, smaller; also Præstegaard's and Voss Mission Hotel. Café Breidablik high up in the pine forest on the other side of the lake, from where a pretty view may be had.

Vossevangen, which is the centre of the tourist traffic in Hardanger, Voss and Sogn, has a beautiful situation in an open and charming valley, and the old Church is worth inspecting. The Voss people are considered intelligent and bold, but obstinate, and are, so to speak, a race apart.

From Voss an excellent carriage road leads across *Stalheim* to *Gudvangen* in Sogn (see Route 22, and to *Eide* and *Ulvik* in Hardanger (see Route 21). Travellers bound for Stalheim, Gudvangen, Eide or Ulvik should, if possible, order conveyances in advance through one of the tourist offices at Bergen or Oslo. It is always best to take the same conveyance through instead of changing at the intermediate stations. Motor cars run over all the routes.

From Voss the so-called Voss Line continues to Bergen, and is a masterpiece of engineering skill. No less than 55 tunnels are traversed on this stretch and at each break glimpses are obtained of the most magnificent landscapes. The line touches both the Sørfjord and the Østfjord, and the better views are to be had from the right side of the carriage. Running by the shores of the Vangs Lake the next station is

Bulken (393 Km.). Liland's Hotel, at which boarders are received. Good fishing and pleasant walks.

From here an interesting mountain path takes one over to *Hamlegrøvand* and *Øistesø* or *Norheimsund* in Hardanger; one day's march. See Route 21.

We then skirt the Voss River to

Evanger (404 Km.), situated at the outlet of the river in the Evanger Lake. In 1924 a good part of the place was burnt down. Thence we run through a tunnel in a curve and several other tunnels by the side of the Lake and the river to Bolstad, from whence two or three steamers a week run to Bergen. The third biggest tunnel

on the Bergen Railway, Hyvingen (1¼ Km. in length) is then passed through, also several smaller tunnels, after which we reach

Dale (425 Km.). Dale Hotel. Several factories here.

From here there is a magnificent road through *Bergsdalen* to *Fosse*, from whence a bridle path leads across the mountains to *Hamlegrøvand* and down to *Øistesø* or *Norheimsund* in Hardanger. See Route 21.

The train continues through five tunnels to

Vaksdal (441 Km.), from whence steamer connection is made with Bergen 2 or 3 times a week. It is a considerable manufacturing district. Getting a pretty view of the Fjord, another picturesque run through ten tunnels brings us to

Trengereid (453 Km.), the starting point for the magnificent tour via Aadland and Kvammsskogen to Norheimsund in Hardanger. See Route 21. Skirting the Sørfjord, with its magnificent scenery, eleven more tunnels bring us to

Garnes (463 Km.). Quarters at the station. Here the most interesting part of the tour is at an end and we run on through Arne (467 Km.), and Haukeland (474 Km.) to

Nestun (483 Km.), from whence there is a narrow-gauged private railway, 26 Km. in length, to Os at Osøren, where there are several hotels, for the trip along the Fusefjord to Solstrand Baths (see Route 20).

Our final stage brings us through Hop, Fjøsanger and Minde at each of which are handsome villas, the suburban residences of the Bergen merchants, and we at last find ourselves at

Bergen (492 Km. from Oslo), a description of which and its environs will be found in Route 20.

Route 14.

From Oslo to the Rjukanfoss and Telemarken.

The tour to the Rjukanfoss and the northern part of Telemarken is one of the most charming excursions one can make in Southern Norway. The means of conveyance are delightfully varied, as the train, the steamer and the motor car are all pressed into our service, while the scenery is so kaleidoscopic in its character, that in the two to five days, which the trip takes, we have an experience of something of the best that the South of Norway can show. The roads are, with one or two exceptions, very good.

The trip can, as indicated above, be made in two days, but if we can give four days to the trip, we could spend a day at the Rjukanfoss waterfall, or make the ascent of the Gausta Mountain. Better still, if five days can be spared, the Gausta might be ascended, spending the night at the top, from thence walking down to Tuddal, and proceeding to Notodden; or we could make a detour up the Bandak-Canal.

Oslo—Kongsberg, 98 Km. The departure takes place from the Vestbane Station, 3 trains a day. Time 3½ hrs. For description of the railway journey between Oslo and Hokksund see Route 11, page 112.

From Hokksund the train goes to Vestfossen (75 Km. from Oslo), where there are several factories.

From Vestfossen a steamer runs down the lake *Ekern* to *Eidsfoss,* whence a narrowgauged railway to Tønsberg and Holmestrand. See Route 15, page 143.

We next pass the estate of Fossesholm and run on to Darbu, Krekling and Skollenborg (92 Km.), finally crossing the valley through which the river Laagen runs, to

Kongsberg (99 Km. from Oslo). This mining town, situated on the river Laagen, has 6,000 inhabitants, and was founded in 1624 by Christian IV. It owes its existence to the Silver Mines about 6 Km. away, which it is worth while to visit, at also the Smelting House in the town, the Mint and the Manufactory of Arms, if time allows. Hotels: Grand and Victoria.

Jonsknuten (3,025 ft. a.s.) may be ascended from Kongsberg, 6 hrs. up and down, and from the summit a splendid view can be had of the Telemarken district. The trip to the Labrofoss waterfall (6 Km.) can also be recommended and may be included in that to the mines, as also to Skrimfjeldene, 18 Km. south of the town.

Kongsberg is the starting point for three important routes, the Numedals Road, the road via Bolkesjø to Tinnoset, and the road across the Meheia to Notodden:

The Numedal's Road. The road crosses the *Kongsberg Bridge,* and turning to the right, continuing northward along the western shores of the river *Laagen,* and past well cultivated farms to *Stengelsrud* where the *Bolkesjo road* turns off to the left. It continues up the valley and past several small falls in the river Laagen notably the *Pikefoss* and the *Trollerudfoss,* to *Svenesund* (15 Km.. It then runs through flat country and pine woods to *Neset* (10 Km. ; then past *Flesberg Church* and across the river Laagen by the *Ulvik Iron Bridge,* and past the farm *Sørkje,* Doctor Fridthjof Nansen's summer residence, and to *Fikkan.* Thence to

Alstad 20 Km. and through the steep *Fekjanklelv* to

Veggli (15 Km.), and across the *Mykstufoss Bridge* to

Helle (15 Km.) on the right side of the river. (From here a mountain path leads across to *Tinn* (8 hrs.) and to *Sigdal* (10 hrs.). The road continues along the *Norefjord* or *Kravikfjord* (7 Km. in length) to *Kravik*, from whence there is a bridle path to *Tinn* (8 hrs.) and to *Hvaale* (15 Km.). An old and very interesting "Stave" Church is seen close by.

At Nore a little higher up it is the intention to build electric works, as this district has one of the best water power sources in Europe.

The road now leads in curves and windings parthly hewn into the massive rocks along the *Upper Norefjord* to

Skjønne (10 Km.). (From here a bridle road past *Loftsgaarden* (2 hrs.) to the *Tunnhøvdfjord*. From *Tunnhøvd* there is a motor car service to *Nes* in the Hallingdal).

Thence through magnificent surroundings to *Strøm*. From Strøm the road crosses the *Sporan Bridge*, and there, leaving the river Laagen, enters the *Opdal Valley* and continues a heavy ascent to *Liverud* and *Opdal Church*, still ascending to *Furuheim Hotel* and *Brosterud* (18 Km.). From here there is a mountain path across to Hardanger (2 days).

The road now leads across the plateau to *Kjønnaas* (22 Km.) in the district of *Dagalien* and on to *Flatager* (17 Km.), and finally through *Skurdalen* to *Gjeilo* (15 Km. on the Bergen Railway, 177 Km. from Kongsberg. See Route 13, page 122. A regular motor car service exists between Kongsberg and Gjeilo. The tour is well worth taking.

A railway from Kongsberg to Gjeilo on the Bergen line is under construction; the first 50 Km. are ready. The stations are *Lindteige, Glæa, Svenne, Gampeland, Vangestad, Flesberg* and *Bakkestad*.

The Bolkesjø Road. From Kongsberg to Stengelsrud as above.

From Stengelsrud we traverse a road, to *Storfossene*, and on to the *Bolkesjø Plateau* (1,150 ft. a. s.), where a magnificent view of the Telemarken Mountains is obtained. A pretty ride soon brings us to

Bolkesjø, 25 Km., Hotels: *Bolkesjø Hotel*, suited for a prolonged stay; *Gran*. Splendid views of the *Gausta, Blefjeld* and *Lifjeld Mountains*, as well as other peaks in the Telemarken are obtained. In the neighbourhood lie the two lakes *Bolkesjø* and *Folsjø*, where as a rule there is good fishing. About 15 Km. north of Bolkesjø is the *Blefjeld* (4,500 ft.), from whence there is a magnificent panoramic view of the Telemarken Mountains. The tour can easily be made in a day.

From *Bolkesjø* a new and excellent carriage road leads upwards in N. W. direction, affording a splendid view of the surrounding districts. Half-way between Bolkesjø and Gransherad Church a road turns off in N.W. direction to *Hovin* on the *Tinnsjø Lake* (about 30 Km. from Bolkesjø). From Hovin the road continues to *Tosand* (20 Km.) at the north end of the Tinnsjø, where it divides into two, one going to *Skovlebo* (25 Km.) and the other to *Kalhovd Tourist Station* (40 Km.) which lies 4,500 ft. a. s. A motor car route has been put on. From Hovin to Rjukan 42 Km. The road continues downwards to *Gransherad's Church* and the river *Tinn*, where it joins the main road from Heddal, which is then followed to

Tinnoset, 27 Km. See page 139.

The Meheia Road (Kongsberg—Notodden) 28 Km. Until the railway was built this road with its steep hills was the only direct connection between Kongsberg and Notodden. It was the first road in Norway that had motor car connections. In starting from Kongsberg we have a level road southwards, then to the left with a steep ascent to the *Copper mines* near *Christiansstoll*, whence along hilly road to *Jerngruben*. The railway line is seen to the right. After having passed the *Hjerpetjern* lake the road passes under the railway line and then the highest point of the road, 1,400 ft., is reached. Then through rugged scenery past *Elgsjøen* and through woods past several big farms and with a view to *Himingen* and *Heksfjeld* down to *Notodden*. Just before arriving at Notodden a road leads off to the right to *Lisleherad*, from where there is a path to *Bolkesjø* (5 hrs.).

The railway line turns from Kongsberg station to the left, crosses the Numedalslaagen on an iron bridge, passes

the road to Numedal and then reaches Sandsværmoen. Here the ascent of the Meheia commences. To the left the Factory of Arms is seen, and as we by degrees get higher and higher up, the view of Sandsvær and the Skrim Mountains becomes more noticeable. Several tunnels are now traversed, of which the Trollerud Tunnel is the longest (509 metres). The train then reaches Saggrenda (106 Km.). Just below the station the big dressing-works of the Silver Mines with the main entrance to the Overberget mine is seen. We are still within the boarders of Kongsberg town, but pass outside a little way beyond the station.

A couple of Km. from Saggrenda we drive into the Kirkebergaasen, a tunnel 826 metres long. After having passed through this we have to the left the Kobbersbergs river, which serves as floatage way for timber belonging to the Silver works. The forests stretch on both sides of the line for more than 10 Km. The next station is

Meheia (113 Km.), which lies 1,050 ft. a.s. A few houses lie here. About 1½ Km. after having left Meheia a biggish stone bridge crosses the Hængselven, and a few Km. further on the farm Jerngruben is passed. This was the old posting station between Kongsberg and Notodden. Then comes Hjerpetjern with the Hjerpetjernhovet Tunnel (1,745 metres in length), which caused a good deal of trouble when being built owing to several falls of loose decayed granite (caolin). At the middle of the tunnel is the highest point on the line (1,320 metres). Immediately after having emerged from the tunnel the road is crossed underneath. This continues in a westerly direction direct to Notodden, whilst the train turns southwards and follows the Elgsjø lake and the Løvaas valley. In clear weather the Blefjeld, Gausta and other mountains in Telemarken are seen. We then arrive at

Øisteinstul (125 Km.). Here are a good many houses. The Skien-Telemarken's Tourist Club have planned the putting up of a first class tourist hotel on this spot. The scenery is extensive and lovely. 4 Km. from Øisteinstul Nybu is reached, where the line in the narrow country makes a curve of more than half a circle. The high bridge across the Nybu River is first passed, then a tunnel (800 metres in length) and then the Kolset River over a big arched bridge. From here the line continues in a westerly direction. To the right is seen the Hjuksa River, at the lower portion of which a high arched bridge of iron on the branch line to Notodden is seen crossing the

river. The view over the Heddalsvand is lovely. After having passed through a tunnel we are in

Hjuksebø (136 Km.). Here the line to Notodden branches off. Trains are changed.

Hjuksebø—Skien. The train continues southwards to **Holtsaas** (140 Km.). Then through partly rugged scenery and through a tunnel after which the station **Nordagutu** (146 Km.) is reached. Here the Sørlands Railway branches off (see below). Further southwards and then round the Smedsvoldaasen in order to ascend to

Dalsvatn (150 Km.). The Dalsvatn lake is seen to the left. From the southern end of the lake the line turns to the right through mountain ranges passing Høimyrdalen, then to the left along the eastern side of the Maagetjern, where the highest point between Nordagutu and Skien is reached. The line then continues in a southerly direction through the narrow Maagetjern Valley to

Valebø (156 Km.). Immediately after having passed this station the line turns to the left through two tunnels into the Tjerndalen, which is passed by the 1,000 foot-high Tjerndalsviaduct. The line again turns to the right and continues with steep precipices in a southerly direction high over the parish of Valebø and with magnificent views of the Nordsjø and the surrounding country to

Nisterud (168 Km.). It then follows the Bøelven river and continues through fertile plains past the farms of Bø to Hoppestad (176 Km.) and on to the north station of

Skien (180 Km. from Oslo). To the left Gjerpen Church is seen. For description of Skien see Route 15, page 144. The train then continues through a long tunnel (1100 metres) passing under the outskirts of the town to

Follestad (182 Km.), where passengers for Skien generally land; this place being nearer the hotels and the pier than the Skien N. station.

The train continues on past Borgestad and Porsgrund to Eidanger (12 Km.), where the narrow-gauged Jarlsbergbane (Eidanger—Drammen) is joined. See page 144.

Sørlandsbanen. This railway line is still under construction. It is practically finished as far as Lunde-

faret, but the rest of the line to Kragerø will take another two or three years. It is the intention that the "Sørlandsbane" in time will follow the coast right through to Stavanger.

From Nordagutu (see above) the line turns to the right on a bridge across the Sauer River and on to Akkarhaugane (6 Km.), from where it continues to

Gvarv (11 Km.), which is situated on the Nordsjø lake. Nilsen's Hotel. We then continue in a northwesterly direction with magnificent scenery and across the iron bridge over the Bø River, 85 metres in length and one of the largest bridges in Norway, and arrive at

Bø (7 Km.). Hotel Skogheim. The old and new churches at Bø should be noticed, also the well known farm of Rye, close by.

From Bø there is a motor car route along the *Lifjeld* to *Ulvenesset*, whence along the *Seljord Lake* (20 Km. in length, to *Seljord* on the main route between Notodden and the west of Telemarken (see page 138). *Lifjell Tourist Hotel* (1,275 ft.) in the mountains above Bø, has a fine situation with a magnificent view. Many excursions may be made from here.

From Bø the line turns southwards and follows the Eika River to Tjønnaas and after having passed a bridge we stop at the station Svendseid and continue on to Lunde Church and to the river which connects the two big lakes Flaavand and Nordsjø (Bandak Canal) over which a big iron bridge, 81 metres in length, is laid. We then arrive at

Lunde (14 Km.), one of the principal stations on the Sørlandsbane. Magnificent scenery. Lundefaret Hotel. Steamers up the Bandak Canal to Dalen connect with the trains.

From here the train will proceed southwards through wooded country and passing the stations of Tyri, Naksjø, Kjosen, Drangedal and Eggevaag to Neslandsvand, which is the junction for the trains to the west of Norway and down to Kragerø. From Eggevaag the railway line goes in a more easterly direction along the beautiful Tokevand lake to Merkebæk and thence southwards to Farsjø and Sannidal, and through a couple of tunnels to Kragerø (247 Km. from Oslo). See Route 16, page 152.

From Hjuksebø the branch line to Notodden goes northwards along the Heddalsvand (Hitterdalsvandet) and across an iron bridge to Tinnegrend (141 Km.) and on to

Notodden (145 Km.), which lies at the north eastern corner of the Heddalsvand among attractive surroundings. This place which only a few years ago was a village, has now grown to a town with 8,000 inhabitants on account of the big Saltpetre factories, which have been built here. Hotels: Central, Victoria, Grand and Bondeheimen.

One will at once notice the number of big factories and other buildings, which have of late been built all round the place. Electric power is conveyed to the town from the power stations at Svælgfoss, Lienfoss and Tinnfoss, all lying within a radius of 6 Km. These establishments represent altogether about 80,000 electrical horse power, which is utilised for producing saltpetre of lime and other substances, according to the method introduced by Messrs. Birkeland and Eyde. The principal points of interest are the Notodden's Saltpetre Factories, the three very interesting factories mentioned above, and the old "Stave" Church of Heddal (Hitterdal) (5 Km. good road from Notodden). Application to view the Church must be made at the parsonage close by.

From Notodden there are daily steamers to *Skien* (65 Km.) in 5—6 hrs. A beautiful tour. The *Heddalsvand* (Hitterdalsvandet), 14 Km in length, affords some fine mountain scenery. *Aarnes* and *Ulefoss* (see page 145 are called at.

From Notodden through Sauland, Hjartdal, Flatdal and Seljord to the Bandak's Lake and over the Haukeli Mountains to Odda.

A motor car takes us from Notodden by a good road along the lake and across the river Hjartdøla (notice the Aamnesfoss) to Heddals Church (see above). At Ørvella the old road branches off to Gransherad and Tinnoset. Then on to

Sauland (21 Km.). Hotel Løvheim. Beautiful surroundings.

Here a branch road steep ascent, leads to *Bjaar* (23 Km.) and on to *Tuddal Mountain Hotel* (5 Km.) lying on the *Kovstulhei Plateau* (3,000 ft., in beautiful surroundings and with magnificent views in all directions. From here the *Gausta Mountain* can easely be ascended (4 hrs., or one can get across to the Krokan Hotel near the Rjukanfoss (9 hrs., or down to the town of Rjukan (7 hrs.). See below.

From Løvheim there is also a bridle path across to *Liffeld Hotel* (30 Km see page 136 and thence through *Grunningdalen* to the road near Seljord.

From Sauland the road continues underneath the mountains Himingen, Heksfjell and Melfjell and along the Hjarsjø to

Hjartdal (39 Km.). Skogheim Hotel. Then into

a narrow valley, the Anbjørndalen, from where the road ascends to Brekke (side road to Svarsdal) and on to Aasebrekkene, from where there is a magnificent view of Flatdal and the neighbouring districts. The road now descends in windings past Aase to

Flatdal (14 Km.). Nutheim Hotel. A road leads from here to Aamotsdal. Further down the valley and along the beautiful Flatsjø and past Seljord Church (built in 1180) to

Seljord (5 Km.) on the Seljord Lake. Hotels: Seljord and Fjellheim. Seljord has a beautiful situation, and many excursions may be made from there. The Grovefoss lies close by. Good lake fishing.

From here there is a pretty motor car road to *Bø* and *Gvarv* on the *Sørlandsbane.* (See page 136).

The road continues from here through an imposing landscape with towering peaks to

Brunkeberg (13 Km.), which lies 1,250 ft. a.s. Brunkeberg Church, from where there is a fine view over the Kviteseid Valley. From here there is a side road to the left, which in steep windings leads down to Kirkebø in Kviteseid (5 Km.). From Notodden to Kirkebø 80 Km. Kvitseid Hotel. The steamers on the Bandak Lake generally call here, but if not one can motor over to Apalstaa (Sandaak) which is only 4 Km. and there join the steamer. See Route 15.

From Brunkeberg the road to Haukeli continues in northwesterly direction through the narrow Horgedal to

Hemmestveit (16 Km.), and from thence across the Morgedalsheien and through the Daleaaen valley to

Mogen in Høidalsmo (19 Km.), where a road branches off along the Langevand to Triset (Laardal) on the Bandak Lake (12 Km.). See Route 15.

The road continues from Mogen past steep hills and across the river Tokke to Aamot, where there is a branch road southwards via Sandokk to Dalen (see page 147) and northwards to Ødegaard and round the Totak Lake to Rauland, from whence one can walk over to the Møsvand and Møsdammen.

We now continue to Bøgrænden, the main district of Vinje, and are now at

Aarhus (27 Km.) and from here there is a branch road to the Totak Lake (see page 141). A short drive

brings us to Heggestøl, soon before which the road from Dalen is joined. (Route 15).

From Notodden the electric railway line to Tinnoset passes through a tunnel, then in a steep incline past Tinnfoss Paper Factory, the Sagafoss and the Lienfoss, as well as the imposing establishments of Svælgfoss, lying deep down in the valley to Lisleherad (152 Km.) in delightful surroundings. Lisleherad Church to the right. Then across the Stormo bridge (78 metres in length) to Grønvollfoss (165 Km.). The line now traverses monotonous scenery and several forests to Aarlifoss (165 Km.) and on to Gransherad (171 Km.), whence there is a road via Bolkesjø to Kongsberg (see page 133). It then leads up along the river Tinn to

Tinnoset (176 Km.). Tinnoset Hotel. Fine view up the Tinnsjø Lake.

Between Tinnoset and Mæl (Rollag) a steamer runs daily. It is an interesting run up the Tinnsjø Lake amidst gloomy scenery, with steep shores on either sides and very few houses. The steamer journey ends at

Mæl (Rollag) (206 Km.); 30 Km. from Tinnoset, at the entrance to the Vestfjorddal.

From *Sigurdsrud*, stopping place for the steamer at the northwestern end of the Tinnsjø there is a regular motor car route to *Kalhovd Tourist Station*, from where there is a footpath to *Mogen* and boat on the *Store Maarvand* to *Maarbu Tourist Station*. Both these tourist stations belong to the Skien—Telemarkens Tourist Club.

From here we proceed by the Rjukan Railway to Rjukan (40 minutes), the trains running in connection with the steamer. The line follows the banks of the Maane River, partly on the right side and partly on the left, through a flat and well cultivated valley, passing several farms. Miland (5 Km. from Rollag) is the first station, and at Dale Church, reached soon after, the first glimpse of the mountain Gausta is obtained. Øverland (11 Km.) comes next and we then make a long ascent to

Rjukan (221 Km. from Oslo); 16 Km. from Mæl. Hotels: Rjukan, Grand and Nordheim. This is quite a modern town, with about 10,000 inhabitants, who are almost exclusively employed at the saltpetre factories in the vicinity. It spreads on both sides of the river and possesses a fine Administration Building, with neat little houses for employees and workmen. Only a few years back the Rjukanfoss was alone in its solitary grandeur, but now, with the advent of electricity, all is changed. Carried on through a long tunnel into a basin, and from there on through ten immense water

tubes, the tremendous masses of water from the Rjukanfoss rush down to Vemork, at present the biggest water-power station in the world, where 150,000 electrical horse power is produced, and led through a series of copper wires down to Rjukan, where it is utilised in the manufacture of saltpetre. This is only the first half of the constructions, as a new tunnel, about 5 Km. in length, through which the water, after having passed through the power station at Vemork, is again conducted into the rocks in order to produce once more another 150,000 electrical horse power in another station close by. The Rjukanfoss thus produce the immense volume of 300,000 electrical horse power.

From Rjukan and onwards it is necessary to go in a motor car. A railway line certainly leads from Vemork right up to the fall, but this is only for the saltpetre works. The road, which is good, leads along the northern shores of the Maane River, and at Vaaer, near the fall, passes some more workmen's houses, close to which is a bridge leading to Vemork Power Station. It then, replacing the old path called Maristigen, winds further up the steep mountain to Fosso, and to the Krokan Hotel (10 Km.). From here a path leads in windings through the wood along wild precipices to the

Rjukanfoss, 350 ft. in height and formerly one of the most wonderful waterfalls in Europe. The masses of water have now diminished on account of its being led through tunnels, but there is still enough left to make it interesting. The best view of the fall is obtained from a platform close to the road.

From Krokan the Gausta Mountain (6,300 ft.), the highest mountain in South Norway, can be ascended. The excursion is started by descending the road for about 5 minutes, then over a bridge across the river just above the fall, further on a road up to the reservoir, and then the electric standards are followed down into the Gausdalen from where there is a path staked out as far as the hut on the summit (9 hrs.). Gausta may also be ascended from the Rjukan railway station, from where there is a path up into the Gausdalen, then along the valley until the path mentioned above is reached. A third way is to descend at Øverland station, cross a bridge near Dale Church, then up to the left to Grønstul (2 hrs.), further to Svineroi and from there up to the hut (6 hrs.). The Skien Telemarken Tourist Club has here built a hut with 12 beds, where accommodation may be had, the view therefrom being very

extensive and grand in the extreme. From the hut about half an hour to the land-mark on the top. The descent to Rjukan takes 4—5 hrs.

Instead of returning the same way one can branch off at *Svineroi*, and proceed southwards past *Langfonnstølsæteren*, continuing across the mountains to *Tuddal Hotel* (4 hrs.) on the *Kovstulheien*, and thence down to *Løvheim* in Sauland (see page 137). From the Gausta Hut to Tuddal is a 4—5 hrs.' walk. The tour from Rjukan to Tuddal may in this way be performed in 14—15 hrs.

From Krokan a mountain path leads across to *Aarhus*, on the road between Kongsberg and Odda (page 138). A road brings us to the *Møsdammen* on the *Møsvand* (11 Km.), and from thence we make our way to *Midgarden* in *Rauland* either via *Erlandsgaard*, *Tangelven*, *Bjørnbulien*, *Gibøen*, *Uvand*, *Flaatubu*, *Listøl*, *Farhovd*, *Bjørnskarhaugen* and *Finstøl* 8—9 hrs.), or via *Sauarhaugen*, *Bosbøen*, *Brattaasen*, *Brattemo*, *Torvtjon* and *Svinfjeld* (10—11 hrs.). From Rauland we cross *Lake Totak* to *Kostveit*, whence there is a carriage road to *Aarhus*. From Aarhus we proceed to the Dalen—Odda Route (17 Km.), or southward to *Aamot* and thence to *Sandokk* and down the *Tokkedalen* to *Dalen* at the north end of the Bandak Lake,

From Rauland one can also go down to *Rui* in Grungedal (page 148) by rowing 11 Km. up the lake *Totak* to *Bruneli* and thence by road via *Flaatestølene* down into the valley to *Grungebro Hotel*.

From Møsdammen one may also take a motor boat to *Aastaul*, from where there is a path to *Rauland* (4 hrs.).

An exceedingly interesting trip is that across the *Hardangervidda* to *Haugastøl* on the Oslo—Bergen railway, or to *Eidfjord* in Hardanger. From Rjukan one can drive in the morning and reach *Møsdammen* in time for the afternoon boat. A pretty trip across the lake brings us to *Liset* where the night is spent at the hut *Mogen*, belonging to the Skien—Telemarken Tourist Club. Here an authorised guide and a pony may be had to *Sandhaug* (10—11 hrs.) reached by a magnificent path 4,000 ft. up. a. s. The place can be recommended for spending a day or two at. From Sandhaug guide and pony may be had) one has the choice of two routes: *(a)* via *Bjoreidalen's Hut* (5 hrs.) to *Krækjahytten* (7 hrs.) and thence to *Haugastøl* (4 hrs.) see page 123. *(b)* to *Fossli* (10—11 hrs.) on the Voringfoss and thence down to *Eidfjord* (Route 21), or via *Skykkjedalsfoss* or *Rembedalsskaakje* to *Dæmmevasshytten* (6 hrs.), and on to *Finse* (5—6 hrs.); see Route 13, page 127. The tour across the mountain from Rjukan to the Oslo—Bergen railway generally takes 4—5 days.

Route 15.

From Oslo to Odda (Bergen) through Telemarken and over the Haukeli Mountains.

Since the opening of the Bandak's Canal and the new road over the Haukeli Mountains to Hardanger, the tourist traffic through Telemarken has increased considerably, as is well deserved, for on this route the traveller passes through a succession of noble scenery such as few other routes can show. Telemarken has a character of landscape quite its own; the forests may sometimes make it gloomy and monotonous, but the mountains and the extensive lakes enliven the

country considerably. In fact, Telemarken is justly styled "the land of the lakes", many of them having an area of more than 2 square Km., most of them having magnificent surroundings, and some, owing to their steep and rugged shores, reminding us somewhat of the Fjords in the West of Norway.

Visitors to Telemarken for the first time, will be at once attracted by the richness of its old Norwegian culture and the quaint modes of living of its inhabitants. The home industry of the district still holds a high place throughout the country, and the silver work, the principal local feature, is known and valued in many parts of the world. Regretably the old costumes are now more and more disappearing, being in a measure replaced by a mixture of dress, but the traveller often comes across a wife or daughter who still clings to the quaint and beautiful peasant dress of olden time.

The tour over the Haukeli should not, on account of snow, be attempted until after the middle of June, nor after the middle of September, unless one is prepared to rough it and is attracted by ski-ing and sleighing expeditions.

Most of the traffic now goes via the Bandak's Canal and Dalen, and travellers who come from Kongsberg and the Rjukanfoss, and are going over the Haukeli should arrange so that they can take part of the Bandak's Route into the tour, instead of, as formerly, posting by the long route via Sauland, Hjartdal, Seljord and Høidalsmo (see page 137). Recently, two new means of access to the Telemarken district have been opened, which can be recommended. One route is via Kragerø and the other via Arendal. The hotels and means of conveyance have of late years been very considerably improved, and the accommodation will be found at all times fair, and at some places even excellent.

A regular motor car service is now put on between Dalen and Odda. This service enables us to travel right through from Oslo to Bergen by spending the nights at Dalen and Odda.

The journey starts in Oslo from the Vestbane Station, close by the Piperviken Pier. The luggage should be booked through to Dalen. From Oslo to Skien takes 6½ hrs. and from Skien to Dalen 8 hrs. by the express boat and 12 by the ordinary boats. One should take a seat to the left in the train.

Oslo to Drammen, 53 Km. Description of the railway journey will be found in Route 11, page 112.

From Drammen we continue on the narrow-gauged "Jarlsbergbane" by a curve southwards above the Koppervik's Valley to Skoger (63 Km. from Oslo), whence we run gradually down to Galleberg and Sande (73 Km.), and thence through the bottom of the broad valley with pretty landscapes and along the west side of the Oslo Fjord to

Holmestrand (86 Km.), a prettily-situated small bathing place with 2,400 inhabitants. Hotel: Societeten.

From *Holmestrand* a narrow-gauge railway branches off to *Vittingfoss* on the river *Laagen*, a pretty stretch of 30 Km. From *Hillestad* to *Hoff* we run on the Tønsberg–Eidsfoss Railway, about which further information is given under Tønsberg below. From Vittingfoss there is a regular motor car service to Kongsberg.

The railway then continues through a monotonous landscape past Nykirke to

Skoppum (100 Km.), the junction for Horten.

From *Skoppum* a branch line runs down to **Horten** (7 Km.). 10,000 inhabitants. Hotels: *Central* and *Grand*. Here lies the Naval Yard. Steamers run from Horten several times a day to Oslo ($3^1/_4$ hrs.), so that travellers who can afford the time have an opportunity of going this way instead of by train. There are also steamers from *Horten* to *Moss* in connection with the trains. See Route 2. The steamers between Copenhagen and Oslo call at Horten both on their way up and down.

Passing Adal and Barkaaker, we note to the right the estate of Jarlsberg with its extensive parks, and then continue to

Tønsberg (116 Km.), the oldest town in Norway. Extensive shipping. 12,600 inhabitants. Hotels: Klubben, Victoria, Royal, Park. The surroundings are very fine, and an excursion up the Slotsfjeld, where a tower has been erected in commemoration of the thousand years' anniversary of the town, can be recommended. A beautiful view is obtained from the tower: the town and the inlet far below us further down, Slagen, Vallø, Nøterø and Tjømø; and then the whole of the Fjord with the hills on its eastern side, in the distance. At Ormelet, on the pretty island of Tjømø are the Tjømø Baths. Stenmalen, the park belonging to the town, is also worth a visit. Steamers run twice a day from Tønsberg to Oslo (5 hrs.).

From *Tønsberg* the narrow-gauge *Tønsberg–Eidsfoss Railway* runs in N.W. direction round the *Slotsfjeld* and then into the country to *Hillestad*, where it combines with the Holmestrand–Vittingfoss Railway as far as *Hoff* (see above under Holmestrand), and thence through attractive landscapes to *Eidsfoss Iron Works* at the south end of the lake *Ekern*. *Eidsfoss Hotel*. A steamer in connection with the train takes us up the pretty *Ekern Lake* to *Vestfossen Railway Station* on the Oslo–Kongsberg line (see page 132).

From Tønsberg the train goes back again and then proceeds over a flat cultivated landscape (Vestfold) to Sem, Stokke and Raastad, and past the farm Gokstad,

where the well-known Viking Ship, exhibited at Oslo, was excavated in 1880. Thence it runs to

Sandefjord (140 Km.), a well-known bathing place. 4,000 inhabitants. Big shipping business. Hotels: Sandefjord Bad, Atlantic, Kong Carl. The way now lies through monotonous landscapes to Jaaberg and then through hills to Løve, close to the Tjølling Church, which can be seen from a long distance, lying in the old Skiringssal, close to the Vik's Fjord. The pilot harbour Ula is 8 Km. away. Ula Bathing Hotel. The next station is

Larvik (159 Km.). 11,500 inhabitants. Hotels: Grand, Victoria and Central. Larvik's Baths, which are much frequented, are prettily situated close to a big beech wood, the only one of its kind in Norway. In the neighbourhood, 3 Km. west of the town, is Fritzøhus, a large stone building, and on the Fjord is Fritzø Villa. An excursion on the pretty lake Farris can be recommended.

Larvik is called at by the mail steamers between Oslo and Bergen. See Route 16, page 152.

Fredriksværn (see Route 16, page 152), formerly the headquarters of the Navy, is now a quiet, small bathing place a little south of Larvik, between which places a small steamer plies 3 -4 times daily (1/2 hr.). One can also motor in about 1/2 hr. *Paulsen's Hotel* and *Wassilioff's Hotel*. At *Skraaviken*, close by, stands the *Coast Hospital* for scrofulous children.

Between Larvik and Skien the prettiest part of the journey is traversed. The line first goes in N. W. direction along the Farris River as far as its outlet in the Farris Lake (on which steamers run), which it follows throughout its whole length (21 Km.) and through 13 tunnels. Kjose and Ekenes are then passed, and we turn off to the left to Aaklungen (183 Km.) continuing in S. W. direction to

Eidanger (193 Km.) situated among very attractive surroundings.

From *Eidanger* is a branch line to *Brevik* (9 Km.; 2,200 inhabitants., whence regular mail boats run to Christianssand in connection with the trains. Hotel *Stiansen's*. Opposite Brevik is *Stathelle*, with 600 inhabitants, from whence a motor car runs through most beautiful surroundings to Christianssand (see page 154).

At Eidanger the "Jarlsbergbane" (narrow-gauged) ends. We now continue N. W. to

Porsgrund (197 Km.), 8,500 inhabitants. Hotels: Victoria and Wright's. The Porsgrund's Porcelain Factory, the only one of its kind in the country, is well known for its beautiful work. The factory has a shop in Oslo. Then along the banks of the Skien River to Follestad, where passengers bound for Skien or the steamboat pier generally get off.

Skien (204 Km.), 16 500 inhabitants. Høyer's Hotel

and Grand. The town was founded in 1346, but in 1886 most of it was burnt down, so that it has now quite a modern appearance. The Church, as well as the two waterfalls Klosterfoss and Damfoss, are well worth seeing, and a tour across the Bridges to the islands, where are several factories, can be recommended. At Brekke there is a new Museum with extensive collections of old Telemarken buildings. A restaurant in the garden.

At the estate of Bratsberg may be seen ruins of an old church dating from the twelfth century, and the surroundings are very pretty. If time allows, the excursion to Holtankollen (1,100 ft. a.s.), 10 Km. from Skien, can be recommended. The Fossum Works lie 9 Km. north of the town. 7 Km. north east of the town the beautiful property Kikuthytten (1,050 ft.) is worth visiting. Magnificent view.

Between Skien and Oslo there is steamer connection, the boats leaving both places in the evening and arriving next forenoon.

Now the delightful steamer journey commences. The pier lies about 15 minutes away from Follestad station, and cabs and porters meet the arrival of the trains and steamers. The boat first runs up the river to Grøtsund, and then turns to the right into the Canal, where are the locks of Løveid, four altogether, which we take ½ hr. to pass through. Skotfoss Paper Factory in the neighbourhood. The place has 2,500 inhabitants. The Nordsjø (28 Km. in length) is then reached, amid most beautiful surroundings, and to the right, about 85 ft. high up in the mountain, is presently seen the Mikaelshule, a deep hole, which in the Catholic times was used as a Church. Our next call is at

Ulefoss, 24 Km., where the Bandak's Canal commences. Nielsen's Hotel, close by the pier. Several excursions may be made from here, including those to the Fæn Iron Mines, the ruins of Hollen's Church and the Nome Lake. From Nunsaas (630 ft.) there is a fine panoramic view.

From here on to Notodden in Heddal see Route 14, page 137.

The Bandak-Nordsjø Canal is one of the principal sights in Norway, and replaces the 22 Km. stretch of road between Ulefoss on the Nordsjø and Strengen on the Flaavand. The two lakes, which have a difference in altitude of 55 metres, were connected in 1889–92 by means of 16 locks and 2 dams, the works having althogether cost 3 millions of Kroner. The construction was attended with

great difficulties, and not until several attempts had been made was success arrived at.

At Ulefoss the steamer passes the 3 first locks — about 11 metres high — and thence proceeds to Eidsfoss, where 2 locks (10 metres) are passed through. Here there is plenty of time to walk across the bridge and follow the pretty path through the wood, along the right side of the river, to the next 6 locks at Vrangfoss (23 metres), an immense artificial waterfall, which is the most imposing part of the whole construction. The boat is again boarded here and the journey continued up the river and across the small Nome Lake, where to the right are seen the Lifjeld Mountains. At Lunde, where there is a lock (3 metres) and near Lunde Church and Lundefaret the "Sørlandsbane" crosses the river on a big bridge (see page 136). At Kjeldal 1 lock (3 metres) and at Hogga 2 locks (8 metres). We thence steam up the river to

Strengen, 22 Km., where a number of lakes commence. First we traverse the Flaavand and then the Fjaagesund, presently reaching the Kviteseid Vand, where the Brokefjeld towers above us, 3,550 ft. a.s. Our course then lies along the northern shore past Bukøen and into Sundkilen (4 Km. in length), where a magnificent view opens out. The morning boat from Skien stops at

Kirkebø, 24 Km. Kviteseid Hotel close to the pier. The express steamer does not call at Kirkebø, but stops at Spjotsodd, a 5 Km. drive.

From *Kirkebø* there is a post road to *Brunkeberg Church,* on the main road between Kongsberg and Haukeli. See Route 14, page 138.

The steamer now steers out again, goes round Spjotsodden and calls at Smedodden, near Kviteseid old Church.

Hence road to Arendal through the valley of *Nisser* and to Kragerø. See Route 16, page 152.

The Skarperudstrøm is now navigated and we come to Sandodden (Apalstaa) where the motor car from Notodden and Bø corresponds with the steamer. Then into the magnificent Bandaksvand, the most northern of the chain of lakes, with the high mountain peak St. Olav's Ship rising to the left. The steamer then crosses to Bandaksli on the southern side of the lake.

10 Km. from here on the *Vraavand* lies *Vraaliosen's Hotel,* where summer guests are received. See Route 16, page 153.

Again crossing the lake, we next call at

Laardal (Triset), 17 Km. Bent Bakke's Hotel.

From thence there is a posting road to *Mogen* in Høidalsmo, on the main road between Kongsberg and Haukeli. Route 14, page 138.

The journey is continued up the grand lake, and shortly before reaching its extremity, we observe on a high cliff to the right a stony mass, to which fancy gives the form of a "monk and lady", the lady apparently kneeling to receive the monk's blessing (Munken). Soon after, we are at

Dalen, 14 Km. (125 Km. from Skien) at the northern end of the Bandak Lake. Hotel Dalen is large with electric light and every convenience. Hotel Bandak a little further up in the valley.

From Dalen several excursions may be made, among the best being that to *Eidsborg Church* (3,200 ft. a. s.) and the *Ravnejuv* (6–7 hrs.) One can drive as far as the Church.

Another excursion is to *Skafsaa* and on to *Aamdal's Copper Works,* from where a parish road takes one down to Vraaliosen (see page 153,. 20 Km.

For continuing the journey motor cars are used. Conveyances may be had at the hotels and should be ordered in advance through one of the tourist offices at Oslo.

The road leads up the valley across the Tokke River, and on to Liaasvingen, where a road branches off in northerly direction to Sandokk and to Aamot (see page 138). Thence, gradually ascending, we cross the Botneda l's River (or Tjøndal's River) by Vistad Bridge. On we go, along the Rokkejuvet, and then up the valley, climbing the mountain in picturesque windings, with magnificent landscapes all around.

The road then continues along a flat and broad valley to **Moen,** 15 Km., close by Mo Church and Parsonage, and thence along the lake Børte to Børte Hotel (25 Km. from Dalen).

From *Børte* there is a road across the mountains to *Sætersdalen.* See Route 17.

We now ascend through vast pine forests to Børtebeien, and then cross the heath and descend once more by magnificent windings into the Vinje Valley, where the old road from Kongsberg joins us. See Route 14, page 139. From here on a new road along the River Vinje and the Smørklep mountains, and followed by a flat piece of ground and well wooded country. We cross the river by a bridge close to Grungebro Hotel and soon afterwards reach the Grungedal's Lake, along which an uneven road leads on to

Rui, 31 Km. Small station. Good fishing in the Grungedal's Lake.

From Grungedal a mountain path leads via *Bruneliheien* to the *Totak Lake* and the *Rjukanfoss.* See Route 14, page 140.

The road still continues along the lake, and about 4 Km. after having left Rui the Tveito Lake is reached and the borders of the parish of Edland crossed. The landscapes are wild, but somewhat monotonous, as we skirt the Edland Lake, and then, having crossed the river, which comes rushing down from a valley on the right side, we join the grand Haukeli Road. This magnificent stretch of road took 30 years (1857—87) to build, and its length from this point to the Hardangerfjord is 112 Km. and to the Suldal's Lake 100 Km. Formerly the only means of communication was a bridle path, which can still be seen in the mountains.

Among the many farms that are passed before reaching the next station, is Ormekvaal, in a delightful narrow valley, seen to the right. The pretty Vafoss is seen to the left. As soon as we have reached the Flaathyl Farms, from whence a magnificent mountain path leads via Bjaaen to the Sætersdal Valley (see Route 17) the landscapes become more mountainous in character, as we gradually ascend to

Botten, 26 Km. Very good fishing. An interesting old stabur (provision house) should be noted. 1 Km. beyond is Vaagsli Hotel, which is suited for a prolonged stay. Here also fishing may be had. The road now lies along the Vaagsli Lake and then ascends the valley past a number of brooks and lakes, where the landscapes at last get treeless. Continuing along the Kjelavand and Staavand Lakes we next reach

Haukelisæter, 90 Km. from Dalen. This is a mountain hospice, and opposite is a building constructed like a stabur (provision house), with cosy bedrooms upstairs. Most of the bedrooms lie, however, in the extensive building opposite the large dining hall, quite charming in its simplicity. The mountain air may often be sharp and cold here, and snowstorms are not rare in August, so that one should be well provided with warm clothing. The peaks Kistenuten (4,000 ft.), Lille-Nup (4,160 ft.), and Store-Nup (5,800 ft.) may be ascended from here.

From Haukelisæter the journey is continued on an excellent road which ascends gradually through big cuttings and wild, magnificent landscapes. In less than ½ hr. we arrive at the well-known Dyrskar, where the road formerly ran through

the mountain by a tunnel, here reaching its highest point, 3,775 ft. a. s. To the right is Dyrenuten and to the left Grothals. The road has lately been laid over on the other side of the valley in order to avoid avalanches of snow which often take place here. After a short stretch on the plateau the road commences to descend, and 18 Km. from Haukelisæter a halt is often made at Svandalslona, a small inn, where refreshments may be had. Thence we proceed downwards in big windings, with magnificent views, through the Austmannli to

Røldal, 30 Km. The well known old Church is seen down in the parish to the left. 5 Km. further on, at Haarre, in a beautiful situation and with a view across the Røldalsvand, lies Breifonn Hotel, well suited for a prolonged stay.

From this point the magnificent road down the *Bratlandsdal Valley* to *Nesflaten* branches off, via *Suldal* and *Ryfylke* to *Stavanger*. See Route 19.

From Haarre the road bends off to the north and ascends the Haarrebrekker in great curves to a height of 3,430 feet, affording a magnificent view of Røldal and the Breifonn Glacier in the background. It then leads across the plateau past the pretty Elversvand, where the Folgefonn Glacier is a conspicuous and beautiful object, and soon afterwards the Seljestadjuv is reached. Thence, among imposing surroundings, it winds down towards the gloomy Gorsvand and continues on to

Seljestad, 28 Km. from Røldal, 24 Km. from Haarre. Hotel Folgefonn and Seljestad's Hotel. 4 Km. further down is Hotel Udsigten. The view towards Hardanger is splendid. See Route 21.

At *Jøsendal,* 3 Km. beyond Hotel Udsigten, a branch road leads off to the left down to *Fjære* on the *Aakrefjord* (18 Km.), which has steamer connection with Bergen several times a week.

The road now descends gradually through wooded country, until the bottom of the valley is reached, and then, after passing several exceedingly pretty waterfalls, of which the Espedalsfoss, the Laatefoss and the Hildalsfoss are the most remarkable, the Sandvenvand is reached, by the shores of which the road is continued. The Buar Valley, with the Buar Glacier, then opens out to the left on the other side of the lake, at the extreme end of which we cross the river on the Vastun Bridge and continue down to

Odda, 26 Km. For description of the village and excursions therefrom see Route 21.

From Odda to Bergen through the Hardanger Fjord there are express steamers in 12—13 hrs. See Route 21. To Eide in 3—4 hrs. From Eide to Voss 1½ hr. by motor car (Route 21), and from Voss to Bergen 4 hrs. railway journey (see Route 13). For description of Bergen and Environs see Route 20.

Route 16.

From Oslo to Bergen round the Coast.

The distances from place to place are given below in Norwegian sea miles and reckoned from Oslo. One sea mile is equal to 7.42 Km., or about 4½ English miles. The times given show the duration of the run from one port to the next.

Since the Bergen Railway was opened the route by steamer round the coast to Stavanger and Bergen has not been so much used, but it will be found very pleasant in the summer, as the steamers run principally inside the belt of small islands, thus avoiding an open sea passage, with two exceptions. The most exposed portion of the route is the stretch round the Jæderen, between Egersund and Stavanger, which may, however, be avoided by using the train, which now runs right through to Flekkefjord.

Mail boats belonging to the Stavangerske and Arendalske S.S. Companies leave Oslo and Bergen every evening and make the passage in 54 hrs., including twenty stopping places on the way. Most of the boats are new, and they will be found comfortable and first class. Besides the regular mail boats the B. & N. line runs steamers five times a week between Oslo and Bergen. They generally make the voyage in a little shorter time, but calling at fewer places, and the route entails rather more open sea travelling.

Between Brevik and Christianssand there are daily mail boats in connection with the night trains from Oslo to Brevik. This is the quickest connection with the capital and the towns between Brevik and Christianssand, and as the boats are considerably smaller than those mentioned above, the course is made still more between the islands. See Route 15.

Between Stavanger and Bergen the Stavanger and Sandnes Steam Ship Companies run several steamers, leaving, as a rule, both towns in the evening and taking somewhat longer than the mail boats. Small local boats maintain the connection between the different towns.

The coasting steamers start from Oslo at the Akershusbryggen, and the trip down the Oslo Fjord on a summer evening is a very beautiful one, the first night spent on board being one to be long remembered. The first place called at is

Drøbak, on the east side of the Fjord (4 miles, 1½ hrs.). 2,000 inhabitants. Hotels: Renskoug's, Britannia, Villa Parr. It is a pretty watering place, which has a considerable export of ice, and steamers run from here to Oslo many times a day. Opposite, on Kaholmen, is the fortress Oscarsborg. A mole, 2 metres below the surface of the water, runs from the S. E. corner of the fortress to the rocks outside and thence right over to the western shore, all steamers therefore following the eastern course, which is called the Drøbaksund.

From Drøbak a good carriage road leads to *Aas Railway Station* on the line between Oslo and Fredrikshald (13 Km.). See Route 2, page 53.

The steamer now traverses the narrowing Fjord past Hvitsten (Hvitsten Hotel) to Filtvet, then widening considerably, while N. W. the Drammensfjord runs up past Holmsbo and Svelvik to Drammen. See page 113. Some of the steamers call at

Moss, on the eastern side of the Oslo Fjord (8 miles, 1¾ hrs.), 9,000 inhabitants. Moss Hotel and Grand Hotel. (This is a railway station on the Oslo—Fredrikshald line, Route 2.) The town owns considerable water power, which is used for industrial purposes, and there are also several shipping yards. Connected with Moss by a bridge is the pretty island of Jelø, where the children's home Ørkerød is situated.

Between *Moss* and *Horten* steamers run several times a day in connection with the trains on both sides of the Oslo Fjord. See Route 15, page 53.

On its way down the Fjord the steamer passes through the Moss Canal, dividing the main-land from Jeløen. Of noteworthy places passed on the way on the west side, are Horten (page 143), Aasgaardstrand, a much frequented watering place (400 inhabitants; hotels: Grand, Central, Victoria, Aasgaarden's Pension), Tønsberg and Sandefjord (see page 143 and 144), and on the east side the watering place Larkollen (Roed's Hotel and Iversen's Hotel), and Hankø Baths (see page 54).

Færder, at the mouth of the Fjord, is next reached, and we then pass Tønsberg Tønde, a high rock polished smooth by the seas, which often run high at this point.

We then cross the Sandefjorden into a little bay and call at

Larvik (17 miles, 6 hrs.). See Route 15, page 144). After a run of half an hour we reach

Fredriksværn (1 mile), see Route 15, page 144, and then traverse an open stretch of sea to Brunlanesset near which lies the bathing place Nevlunghavn (Nevlunghavn Gjestgiveri). Then we cross the Langesundsfjord to the watering place

Langesund (19 miles, 1½ hrs.). 1,900 inhabitants. Hotels: Langesund Baths, Central and Victoria, and the Slaattenes Coast Sanatorium close by.

A local steamer runs from here to *Brevik*, *Porsgrund* and *Skien* (see Route 15), 2½ hrs. There is also a road to *Brevik*, *Skien* and *Kragerø*.

On leaving Langesund we cross the Rognsfjord through an open stretch of sea, but soon after come in again between the islands and traverse the Langaaresund or Langesundskreppa, a narrow channel, through which the steamer can only just pass. (The larger steamers take the course by the broader channel, inside Jomfruland.) We then pass through the Skaatesund to

Kragerø (22 miles, 2 hrs.). 5,000 inhabitants. Hotels: Victoria, Central, Grand. The prettily situated town is surrounded by wooded hills and we might note a monument in memory of A. M. Schweigaard.

From *Kragerø* runs an excellent and beautiful road to *Kirkebø* on the *Kviteseid Lake* in Telemarken (114 Km.). See page 146. Regular motor cars run daily. The post road runs us to *Mærkebæk* (12 Km.), thence proceeding by steamer up the *Tokevandene* to *Præstestranden* (13 Km.). From there we get to *Kjeosen* (3 Km.), and thence to *Bø* (21 Km.), *Dale* (15 Km.) and *Strand* on the *Nisser Lake* 18 Km.). The road then leads across the *Kviteseidheien* to *Kirkebø* (14 Km.).

The route from Kragerø leads across an open stretch of sea to

Risør (24 miles, 1½ hrs.), 3,500 inhabitants; a quiet, small coasting town with a considerable shipping business. Hotels: Thiis's and Risør. Soon after we call at

Lyngør (25 miles, ½ hr.), and thence steam between wooded islands and rocks and past Haven to

Borøen (27 miles, ¾ hr.), where passengers and goods bound for Tvedestrand are transferred into a small steamer (½ hr.). The town has 1,600 inhabitants. Fram Hotel. 3—4 minutes from it are Tvedestrand's Baths. Nearing the coast into shallow water we proceed through pretty scenery to

Arendal (30 miles, 1 hr.). 11,000 inhabitants. Hotels: Grand and Fonix, both near the pier. It is a pretty

town amid lovely surroundings, and a splendid view is obtained from the Stinteheien just above the pier. Tromøen with the church near at hand also deserves a visit.

From Arendal a pretty route goes across to *Bandaksli* or *Kirkebø* in Telemarken (140 Km.) as follows: From Arendal by train to *Rise* (10 Km.) whence there is a branch line to *Grimstad*, see below. Thence on to *Froland* (18 Km.) and to *Nelaug* (37 Km.) where the "Sørlandsbane" crosses over. Then on to *Aamli* (24 Km.). Aamli is a small parish with a Church. *Speilblak Hotel.* The railway line now follows the *Nitelven* river through pretty scenery to *Tveitsund* (91 Km.), a village on the southern end of the *Nisser Lake.* Hotels: *Tveitsund, Tveit's, Aslaksen* and *Klevstuen.* Steamer is taken up the *Nisservand* and *Vraavand* to *Vraaliosen* (68 Km.), or one can motor on an excellent road along the lake to *Eidstaa* (Vraadal), a village at the north end of the Nisser Lake. Hotels: *Furuheim, Eidstaa, Ormetveit* and *Opstad.* From here one can continue by motor to *Smedodden* (7 Km.) and *Kviteseid* (7 Km.) see page 146, or along the beautiful *Vraavand* to *Vraaliosen.* Between the Nisservand and the Vraavand there is a river through which the steamer goes. A lock at each end of the river. *Lille Rjukanfoss* close by Vraaliosen. From thence *Bandaksli* (10 Km.) is soon reached.

Passing two lighthouses, Torungerne, a short piece of open sea, is crossed and we then run between the Hesnes Islands and up the Grimstadfjord to

Grimstad (33 miles, 1½ hrs.). 2,500 inhabitants. Hotels: Møller's and Central. Large shipbuilding yards, and attractive surroundings. The house, where Henrik Ibsen lived and wrote his first plays, should be noticed. A bust of the poet is placed in front of the house.

From Grimstad a railway line leads up to *Rise* 22 Km., where it joins the Arendal—Tveitsund Railway, previously mentioned.

From here we steam along a bleak coast to

Lillesand (35 miles, 1¼ hrs.). 1,250 inhabitants. Hotel Norge.

From here a short railway line takes us to *Flaksvand* (17 Km.), whence there is a posting road to *Grødum* (24 Km. from Lillesand), and thence to *Christianssand* (26 Km.). See below.

The steamer now crosses a short open stretch of sea and then traverses the narrow, curved Randøsund, presently passing the small lighthouse at Grønningen, and, on the left, the important Oksø Lighthouse, which guards the entrance to Christianssand. We now turn to the right and soon reach the busy town of

Christianssand (39 miles, 2 hrs.). 18,500 inhabitants. Hotels: Ernst's, Grand, Smeby's, Salvesen's and the Mission Hotel. Tourist office: Bennett's. The town was founded in 1641 by Christian IV and very regularly constructed. It has several times been ravaged by fires, the last time in 1892, when half of it was burnt, but on the site a fine stone town has been erected. On the island of

Odderøen, which is connected with the town by a bridge, some pretty walks may be had, and a restaurant has been erected. As a rule the mail boats arrive at Christianssand in the evening, in which case they await the arrival of the mails for Western Norway from various parts.

Of excursions in the neighbourhood the following may especially be mentioned. 1. To Ravnedalen, a charming drive of 1—2 hrs., with a view of the harbour and the sea from Ravneheien. 2. To the Vigelandsfoss and the Helvedesfoss on the Otteraaen River, 4—5 hrs.' drive or by train to Vennesla. 3. By steamer up the Topdal's River or along the Aalefjærfjord and Draugvandene, twice a day. 4. The walk to the National Museum on the Møllevand (with old houses from Sætersdalen, etc.), and back via Dueknipen ($1\frac{1}{2}$ hrs.). 5. The day's excursion to the modern and extensive Flekkerø Sea Baths; steamer twice daily in each direction.

Christianssand is the starting point for the trip up the *Sætersdal*. See Route 17.

Christianssand is also the starting point for the motor car routes along the coast to *Stathelle* (Brevik), see page 144, and to *Flekkefjord* (see below). Both routes are very beautiful, and should be preferred by tourists instead of the usual steamer routes, so much the more as no time is lost in availing oneself of them:

Christianssand Brevik overland. The road leads in a westerly direction past *Eg* lunatic asylum and along the river *Otra*, then past *Gimle* to *Oddernes Church* all through beautiful scenery. We then pass the *Hemnings Lake* and *Hunsfoss Factories* lying at the north end of the *Topdalsfjord*. The road now leads through rocks and along the beautiful *Fare Lake* until we arrive at *Buenfos*, where a big wooden bridge crosses the *Topdals River*. Here is said to be the best salmon fishing in Norway. The road continues past *Birkenes Church* and *Mollestad*. Then the beautiful *Bærsevand* lake and *Flaksvand* lake where the terminus of the line from Lillesand is. We then continue over some flat country and are soon afterwards in Lillesand (see page 153).

On leaving Lillesand we soon pass the *Kalvildfjord* and *Svennevik* and soon afterwards we drive past the poet *Knut Hamsun's* house at *Norholmen*, and after having crossed the railway line to *Rise* we are soon in *Grimstad* (see page 153).

The motor car continues its journey along the coast, past *Fjære Church*, *Fevik Ship Building Yards* and *Engene Church*, and after having driven through *His* we arrive in Arendal (see page 152). Here a short stop is generally made for lunch, and sometimes the motor cars are changed.

We now leave Arendal and motor along the *Longumvand* lake and the *Molandsvand* lake past *Moland's Church*, *Holt's Agricultural School* and to *Fiane*, where there is a road to the left to *Nes Iron Works*, *Aamli* and *Tveitsund* page 153,. The drive continues to "*Amtmandssvingen*" where the road down to *Tvedestrand* ($1\frac{1}{2}$ Km.) branches off (see page 152), and down *Hallingerne* past *Fostveits Factory*, and after having passed the farms of *Lunde* we arrive at *Songe* with its wood pulp mill and its fine artificial hill for ski-ing. We then continue along the beautiful *Laudalsvand* lake and passing through magnificent scenery with the road winding through it, we arrive at *Sauviken*, 11 Km. from Risør. The road leads down to the right.

We continue to *Rød*, *Akland* and on to *Søndeled* with its beautiful manor and church. We are now getting up to the summit of the *Osterholtheierne*.

The road then descends and we are soon in the district of Telemarken. The road now passes through forests. A new road leads us past *Sannikedal Church* and takes us to *Rindesvingen* where a road branches off to the Nisser Lake and Kviteseid (see page 152) and soon afterwards, after having run past the *Nafoss Factories*, we encounter the new railway line to Kragerø (see page 136). At *Aarøsvingen* the road branches off to Kragerø (6 Km.).

We then pass the small village *Helle* on the *Hellefjord* and we are now in the *Sannikedal* Valley. The scenery here is very lovely, the *Hullvandet* lake with its many small islands is especially attractive. Then we arrive at *Skaatøy*. The road now descends in curves through a beautiful district and we arrive at *Fæset*. *Bamble Church* is then passed and soon we are at *Ris*, where the road to the right goes down to *Langesund*. The road now winds along the *Frierfjord* and we arrive at *Stathelle*, which is 110 Km. from Arendal. From Stathelle there is a regular ferry across to *Brevik* (5 min.). **From Brevik and on to Oslo see page 144.**

Christianssand—Flekkefjord overland. This route is considered one of the finest in the south of Norway. *Rundingen* is the first interesting point arrived at after having left the town. A magnificent view may be had from here of the town and its neighbourhood and of the open sea. The road gradually ascends for abt. 5 Km. across the hill *Grøheia*, then downwards to *Brændaasen*. Here the roads divide, one leading northwards through *Finsland* to the *Mandal Valley*, and the other which we take, through the smiling and charming lowlying country of *Sogne*. The road is good and broad. We are soon at *Holme*, where one formerly used to ferry across the narrow fjord. In nearing Holme one sees deep below the ferry and the old road winding in spirals down to it. Then the road leads on along the coast and into the interior of the country to *Mandal*. For description see below.

From Mandal we continue along the beautiful *Skogsfjord* and the *Fassedals Lake* through continually changing mountain scenery and woods of foliferous trees, and then through *Sør Audnedal* to *Vigeland* (13 Km.). The road westwards is now very hilly, but good, as it has lately been constructed, first through a charming valley with many farms and luxuriant woods of leaf-bearing trees, then across mountains with extensive views, especially when crossing the *Lene Hills*. Then the *Lyngdal Ridges* are passed and then the road descends to the parish of *Lyngdal*, lying in an attractive mountain valley with big plains and many houses. From Lyngdal a road leads down to *Farsund* (17 Km.). See page 156.

We continue northwards on an excellent, new road, the *Mørkedalsveien*, through a pleasant woody dale, and then ascending continually across the wild and naked *Kvines Ridge* (1,000 ft.). Then the road drops down to *Liknes* in the *Kvinnesdal Valley*. The descent is the prettiest part of the tour. Liknes is a fairly big place with an hotel: *Høyers*.

The road continues across the *Vestheiene* to *Feda*, and then on across *Sæluren* to *Flekkefjord* (see page 156).

From Christianssand the steamer threads its way almost entirely inside the many small islands, passing Flekkerø (see above), Ny Hellesund and Songværø Lighthouse, and thence to

Mandal (44 miles, $2^3/_4$ hrs.). 3,500 inhabitants. Grand Hotel. The mail boat does not call at the town itself, but stops at the outer harbour, called Kleven, lying twenty minutes below it, from which there is an extensive export of timber, salmon, lobsters and mackerel. The electric lighthouse, Ryvingen, is one of the most powerful in the world. Good salmon fishing may be had in the Mandal's, Undal's and Lyngdal's Rivers.

An excellent road leads along the *Mandal's River* to *Aaseral*, by motor-car. On the way we pass *Heddeland* (22 Km.), *Lovdal* (7 Km.), *Trygsland* (16 Km.), *Svindal* (18 Km.), *Osterhus* (19 Km.), and thence to *Aaseral Hotel and Sanatorium* (18 Km.), an excellent place for a summer stay. Many tours can be made from the hotel, and the lakes round about are known for their good trout fishing. See also under Sætersdalen, page 160, from whence the access is easier.

From Mandal the course lies through open sea round Lindesnes, the most southern point of Norway, and on to

Farsund (50 miles, $2^3/_4$ hrs.). 1,500 inhabitants. Grand Hotel. The town was burnt down in 1901, but is now rebuilt and has a considerable export trade in ice and fresh fish. On the Lyngdalsfjord, which may be seen from the town, is situated one of the largest Agricultural Schools for plants in the country, the educational rendezvous for the whole of southern and western Norway.

The steamer now continues its course in open sea, skirting the low Listerland — a bad stretch of coast in heavy weather — past Lister Lighthouse, and thence into the Listerfjord through the Stolsfjord and the Flekkefjord, one of the most beautiful approaches in Norway, to

Flekkefjord (55 miles, $3^1/_2$ hrs.). 2,300 inhabitants. Grand Hotel. The town is very prettily situated, with mountainous surroundings, and at Aaensire, near by, there is excellent salmon fishing. Steamers run on the Lundevand and the Sirdalsvand.

The beautiful *Sirdal Valley* is well worth a visit. The *Sira River* with numerous waterfalls, of which the *Dorgefoss* is specially notable rushes through the valley. Good fishing. From *Øvre Sirdal* there are paths to Sætersdal and to Lyse. Several Tourist Huts in the valley. The excursion may also be made from Sira Railway Station.

The Flekkefjord Egersund Railway, opened in 1904, connects Flekkefjord with Egersund and Stavanger. The line leads in a northerly direction through magnificent landscapes to *Loga* (3 Km.), then to *Flikeid* 9 Km., from whence a grand view of the *Loja* and "*Logene*", is obtained and thence through a number of tunnels and cuttings down to *Sirnes* (14 Km., where the Sørlandsbane will join and on through a partly cultivated district to *Moi* 24 Km. from Flekkefjord. The *Tourist Hotel, Henriksens, Salvesens* and *Høiens.*

Here the ascent again commences to *Heskestad* (38 Km.), a couple of Km. before arriving at which we traverse the narrow *Drangsdal* to *Troldskar*, where the carriage road crosses the line by a tunnel. On again we run through a somewhat monotonous landscape and further upwards to *Ueland* 47 Km.), near which the highest point of the line is reached 650 ft.. The line then declines to *Eide Bridge.* At *Klungland* (63 Km.) motor car roads lead over to Sandnes and Stavanger and through the *Gyadal* to the upper end of the Sirdalsvand. 1 Km. from Egersund, where it joins the Jaederbane the railway line connecting Egersund and Stavanger, on which short route 74 Km. no less than forty-five tunnels are traversed with a length in all of 9 Km. This trip can be recommended.

From Flekkefjord the steamer steers out of the Fjord, and then follows the wild and rocky coast to

Rægefjord (56 miles, 2 hrs.), the stopping-place for Sogndal (370 inhabitants), which lies 5 Km. higher up. Then on, still in open water, we presently reach

Egersund (58 miles, 1½ hrs.). 3,300 inhabitants. Hotel: Victoria. From here large numbers of mackerel, salmon and lobsters are exported every year. The Crockery Factory is worth seeing.

The Egersund Stavanger Railway, which runs in connection with the Egersund Flekkefjord Railway, described above, starts from here and in order to avoid the bad stretch of sea, passengers for Stavanger may here go ashore, if they had not already decided to do so at Flekkefjord. Time 2½ hrs. The line follows the Egersund—Flekkefjord Railway for 1 Km., and then continues in N. W. direction through hilly and somewhat uninteresting landscapes and by two tunnels to *Ogne* (17 Km.), much frequented by artists. Thence it runs in a northerly direction up through the country and across big marshes with fine views of the open sea to *Nærbø* (38 Km.) big wireless station and to *Bryne (Time Hotel)* (46 Km. from Egersund). Further on we reach *Klepp* (51 Km.) and run on to *Ganddal* (57 Km.). From here there is a branch line to *Aalgaard*, 12 Km. from Ganddal. *Aalgaard's Woolen Factory* is situated here on the *Figgen River*. The line is broad-gauged, as it is to form part of the "Sørlandsbane". The Stavanger train continues to *Sandnes* (61 Km.), a small town on the *Gandsfjord*—a branch of the *Buknfjord* with 2,600 inhabitants. *Hotel Sverre*. Big wool factories and tile works. Thence it continues along the Fjord, through pretty scenery, past *Hillevaag* to *Stavanger* (76 Km. from Egersund).

Leaving Egersund the steamer at once makes for the open sea and rounds The Reeves of Jæderen, while later on is passed the Hafrsfjord, where King Harald the Fair defeated his last enemies in 872. Getting out into the Ilaasteinsfjord, where Hvittingsø Lighthouse may be seen to the left, we round Tungenes, and reach the Buknfjord, at the S. E. end of which lies the important town of

Stavanger (71 miles, 5 hrs.). 45,000 inhabitants. For description of Stavanger and environs see Route 18, page 165, and for the overland tour through the Suldal's and the Bratlandsdal's Valleys to Hardanger and Bergen see Route 19.

The steamer now continues its course in N. W. direction across the broad and open Buknfjord to Karmøen, on the southern end of which lies the small port of Skudesnes, 1,400 inhabitants (Martin Moe's Hotel). There is a good road from Skudesnes via Aakrehavn to Kopervik and thence on to the north part of the island, Salus, just opposite Haugesund. Again getting into open sea Utsire Lighthouse is passed, and the Karmsund traversed to the small town of Kopervik (74 miles, 2 hrs.), also on the island of Karmøen. 1,700 inhabitants. Hotels: Nilsen's, Tønjum's, and Wiik's. Høievarde Lighthouse and Avaldsnes Church are then passed, and we note close by the Virgin Mary's

Needle, a monolith about 25 ft. high, at the fall of which tradition has it that the world will come to an end.

The Karmsund now narrows, and the landscapes get more smiling. At the ferry, on the right, are seen five monoliths, known as the Five Foolish Virgins, one of which now does duty as a telegraph post. Shortly afterwards the steamer enters the well sheltered harbour of

Haugesund (76 miles, 11½ hrs.). 16,500 inhabitants. Hotels: Victoria, Metropole, and Norge. North of the town is the Harald's Obelisk (56 ft. including the pedestal), erected in 1872 to celebrate the thousandth year of the country's existence as a kingdom, and to the memory of King Harald the Fair, who is supposed to have been buried here. See page 5.

Vigsnes Copper Works on the island of Karmøen should be visited from Haugesund, either by local steamer or by rowing boat (1½ hrs.). Also *Avaldsnes Church*.

From Haugesund a good road leads to Ryfylke, passing *Aksdal* (11 Km.), *Lie* (13 Km.), *Sjurseike* (13 Km.), *Glen* (11 Km., quarters, and *Sandeide* (9 Km.), quarters. Thence on a new road to *Vikedal* (10 Km., *Imsland* (10 Km.) and on to *Ropeid* (18 Km.). The scenery between Glen and Vikedal is especially grand. Ropeid lies on the *Sandsfjord*, just opposite to *Sand* (see Route 19, page 169), and a ferry will take passengers over in abt. 15 minutes. From Ropeid a new road is under construction to *Saude* (abt. 30 Km., a part of which (from *Storskjær*) is already taken in use. For Saude see page 169.

The tour is continued across the Sletten, a short piece of open sea, and then through the Bømmelfjord, between the main-land and the Bømmel Island. Next comes Mosterhavn, on an island of the same name, where is the oldest Church in Norway, built by Olav Tryggvesson (995—1000), but of no special architectural interest. Soon afterwards the large and charming island of Stordø is reached, at the entrance of the Hardangerfjord. Here we call at Lervik (3 hrs.), Dahl's Hotel and Lervik's Hotel. We then cross the Bjørnefjord and the Korsfjord to the north spur of the Lyderhorn Mountain (where the rocks bristle with batteries for defence against naval attack), and the journey is soon afterwards terminated by the arrival of the steamer at

Bergen (92 miles, 6½ hrs.). The approach is most fascinating, as we make for our moorings at the Fæstning's Pier, about 10 minutes from the centre of the town.

For description of Bergen and environs see Route 20.

Route 17.

From Christianssand through Sætersdalen to Suldal or Telemarken.

The charming Sætersdal, from Christianssand to Byglandsfjord as yet occupies but a secondary place among the tourist routes of Norway, owing to the fact that it lies in a c u l d e s a c and so long as connections, in the form of roads, remain unmade, it will remain isolated. The Christianssand Tourist Club has, however, with praiseworthy zeal, remedied many of the difficulties, and is still carrying on its disinterested labours. A regular motor car route through the valley has also made the communications more easy and added to the traffic.

A deep cleft hewn through the grandly rugged mountains, the pretty Sætersdal runs from south to north, often bisected by picturesque valleys crossing from west to east. It is in some places so narrow that when standing on the mountain side, one does not even notice the valley, the eye following the plateau on the other side.

The distance from Christianssand to the most northern point in the Sætersdal is 245 Km., but the Sætersdal proper comprises only the two northern parishes of Bygland and Valle. The valley is intersected by the river Otra, which now compressed into falls and cataracts, and again opening out into large broad lakes, gives life and interest to the landscapes. At Byglandsfjord the valley is broad and open, but further up, the mountain sides approach each other very closely, while in the upper part the valley is like a number of deep caldrons with the houses at the bottom. Above Hoslemohylen, in Bykle, it again expands to a considerable width, and the mountains are covered with snow all through the summer. The tourist huts are as a rule open from June 24 to the end of the first week in September.

By leaving Christianssand in the morning we reach Ose in the afternoon, and from thence can post to Bedsteland, reaching Bykle on the second day.

Christianssand and its environs are described in Route 16, page 153. There are two trains a day each way between Christianssand and Byglandsfjord, but only the morning one from Christianssand corresponds with the steamer on the Byglandsfjord. Time 3½ hrs.

The first part of the line goes through pretty, wooded landscapes, following the course of the river O t r a, and at V e n-

nesla (11 Km. there are two waterfalls, the Vigelandsfoss and the Helvedesfoss. Local trains run several times a day between Christianssand and Vennesla, a favourite place of excursion for the Christianssand people.

Passing the next station, Grovene (20 Km.), the most magnificent and interesting part of the railway journey commences. Here the line traverses long stretches of track hewn from the solid rock and affording grand views of the river, which rushes by in foaming rapids. Thence several tunnels bring us to the banks of the Kilefjord, which we presently cross by a wooden bridge to

Hægeland (44 Km.). Hotel Høivold, 5 minutes from the station. From here the line continues to follow the banks of the Kilefjord, later traversing very pretty country, interspersed with woods and tiny lakes, and passing the stations of Hornesund and Moisund arrives at

Hornnes, very charmingly situated. Hornnes Hotel, close to the station.

From *Hornnes* there is a road (30 Km.) to *Aaseral Sanatorium.* See Route 16, page 156. Halfway along the route, at the upper end of the pretty *Daasvand,* lies the *Daasvand's Tourist Station.* From Aaseral a well-marked path leads across the hills to the comfortable tourist hut *Gaukheihytten* on the way to *Kvinnesdal—Sirdalen Lysefjord.* See Route 18, page 168, quarters; excellent trout fishing in the lakes.

After passing Hornnes, the train crosses the river, and we note, a little higher up, the pretty waterfall, Fennefoss, after which, passing Evje Nickel Works, Evje (67 Km.), Hotel Dølen, is reached.

From the hotel one may post to *Lauvaas* (15 Km.) on the *Høvring's Lake,* in which good fishing may be had.

The next station is Syrtveit, where the river forms the broad rapids of Vaalefoss, and we soon after reach the terminus of the railway at

Byglandsfjord (78 Km. from Christianssand). Buffet at the station, where dinner is also served. Hotel Breidablik.

From Byglandsfjord the journey is continued up the lake by steamer in connection with the train. The Fjord is a very attractive lake, in some places very narrow, with strong currents and surrounded by steep hills, which, however, here and there expand into fine, open plateaux, on which trees and grass flourish. The steamer calls at Aardal (Grenna) and Langerak and then reaches

Bygland (25 Km.). Sometimes the water is so low that the steamer cannot go further up, and it is in that case necessary to post to Ose (20 Km.) or to Granheim (28 Km.). 15 minutes from the pier is also Sætersdalen's

Summer Home, a pleasant place for a lengthy stay, if desired. Rooms should be ordered by telephone from Christianssand.

From Bygland the steamer continues its route, if the depth of water allows, across the Urviken to Strømmen, where it passes through a lock, and thence to Frøisnes. Here visitors are received at Ole Torbjørnsen's. Good fishing. Beyond Frøisnes the lake expands, and the rocky shores become more steep. The Reiarfoss is passed to the left, and the steamer then traverses the river and the end of the trip is reached at

Ose (4 hrs. from Byglandsfjord). Here quarters may be had at Aaslaug Ose's, a comfortable and nicely built tourist station, kept by the widow of the postmaster. At Ose there are two interesting old "Staburs" (provision houses), in which are kept a bride's wedding costume and a few antiquities. The place is prettily situated and the mountains higher than further down in the valley.

As the steamer generally reaches Ose early in the afternoon, one can, if desired, drive the same day up the valley to

Granheim, 8 Km., where quarters are to be had at Granheim Tourist Hotel. The road from Ose is good and the scenery pretty.

From here a mountain path leads across to *Gaukheihytten* (30 Km.). See above under Hornnes. Halfway one can spend the night at *Hægstøil* or one can continue the same night to *Vallarheim Hotel* in *Valle.*

A little further on, a little distance beyond Hyllestad Church, at Faraaen, a long hill leads up to Kalvenes, from where the road again descends towards Flaarenden. Here a wooden bridge takes us across a broad ravine, through which the river Otra runs; and we then follow the eastern bank of the river through rocks and hilly country until at the pretty Hallandsfoss we pass through the broad parish of Valle to

Viken, 15 Km. Quarters at the tourist station Vallarheim. From here riding ponies and guide may be taken across to Dalen in Telemarken. See below. From Viken by a partly bad road we proceed to

Bykle, 32 Km. Five hours should be reckoned for the drive, which affords magnificent scenery on the way, or two by motor car. 2 Km. beyond Viken the curious mountain Einangen, close by the pretty Homsbø, is seen, and high up on the mountain a yellow spot called "Guldklumpen" is noted, while of the mountain itself tradition says that on the day that twelve wedding parties pass by, it will fall

and stop the course of the river Otra, so that the valley above will be changed into a big lake.

At Flateland, 12 Km. from Viken, a path turns off to Dalen in Telemarken. Some distance before getting into the parish of Bykle we pass the well-known Byklesti (path), now avoided by following the road along the river. Near Bykle is also the pretty waterfall of Sarvsfoss. Clean quarters at the Tourist Station in Bykle; also at the Tourist Station Braatteland, 18 Km. beyond, on the picturesque Bossvand, across which boats may be had by applying at Bykle Tourist Station. From Braatteland a good, well-marked bridle path leads across to Lysebuhytten, halfway to the Lysefjord. Ponies may be had at Braatteland.

Mountain Path from Bykle to the Suldal Lake. Two days' not fatiguing walk, while if the second night is spent at Bleskestadhytten the tour is easy.

First day: From Bykle there is a good carriage road to Hoslemo, about 12 Km., 2 hrs.' walk. Here the motor car route ends. At the ferry of Hoslemohylen, near Hoslemo (tourist station), it is usual to take a rest, after which we are ferried across to the eastern shores of the Otra, where a good bridle path is first followed for some distance, past a fine waterfall. Thence a new bridle path takes us up as far as the tourist hut at Hovden Bridge, or to the temporary Tourist Station of Hovden (18 Km.), where the night is spent. Clean quarters.

Second day: From Hovden to Suldal 38 Km., 14 hrs.' march, first following a good bridle path to the farm Breive (4 Km.), which is generally empty in the summer. Here the bridle path ends, and we proceed by a foot-path to Veringsstøilen (8 Km.), at the northern end of the Søndre Veringsvatn Lake. From here the path continues along the valley and across the Veringsbro bridge, and skirts the southern shores of the Nordre Veringsvatn up towards the high mountain plateau of Meien. Here is seen a high peak, Den runde Nuten, 13 Km. from Breive, and the path goes some distance south of this. The tourist may, however, easily find his way alone from Breive to this place.

On the mountain Meien itself the difficulties become greater, as it consists of slate, lying high and desolate, and is almost without any vestige of a path. The way traverses several very extensive snow-fields, and if the sun has shone for a few days, the tracks of ponies and pedestrians will have become effaced. From Meien there is a very steep

descent into the Suldal, first to Klouvskjelmoen and thence, after having crossed a broad river, to Bleskestadmoen or Storemoen (10 hrs.), where the Stavanger Tourist Club has erected a small but convenient hut, with good attendance and four beds. From Bleskestadmoen a path is staked out to Bleskestad, 5 Km., whence there is a road to Roaldkvam, 5 Km., whence rowing boat or steamer can be taken to Nesflaten, 3 Km. See Route 19, page 170.

Mountain Path from Viken in Valle to Dalen in Telemarken.

First day: From Viken the high road is followed as far as Flateland and thence to Rygnestad (12—13 Km.). Store Bjørnevand is reached by a good bridle path, and on reaching the heights one ought to make a detour to Vaijaajuvet. From Edlandsstøilen on the Lille Bjørnevand a fine view of the high mountains on the western side of the Sætersdal is obtained. At the mouth of the Store Bjørnevand a good boat belonging to the tourist club is generally to be had, but should this not be the case, one has to walk about 2 Km. along the shore to the southern end of the lake and call across to the hut for a boat. The hut has twelve beds and the attendance is good. From Rygnestad to this place 15 Km. From Flateland 5 hrs. are reckoned.

Second day: From the hut one can row to the eastern side of the Bjørnevand, and the valley is then followed as far as Kjønnsviken on the western side of the lake of the same name. Following the path on the northern side of the lake, we then proceed in an easterly direction by a well marked path to Førsvand. The lake is followed on the southern side, and after having passed the Sæbyggja Bridge, we must be careful not to go in S.E. direction to Aamdal's Works, but along the well-marked road leading eastwards. From the tourist hut to Skafsaa and Dalen is about 36 Km. See Route 15, page 147. The distance from Viken to Dalen is about 65 Km.

Mountain Path from Viken in Valle to Fyresdal.

The road follows the so-called Bispevei, the ascent being at first steep, and then traverses the plateau in an easterly direction south of the Volevand and down into the Findal, where the Findøla river is waded. Then one continues eastward past Skorstøil and Hovestøil, and then downwards to Kleivgrænd and the farm Kleiven (10—12 hrs.). Quarters at the farm Ruï. Telephone. A motor car can be ordered at Skræi's Hotel in the Kirkebygd. 13 Km., good road.

From Findalen we walk up to Rishøvden, and then continue eastward by the Bispevei past the farm Nusvik and along the river Li down to Bergland in Bomdalen, whence a driving road leads to the Fyresdal Lake. From Valle to Fyresdal is about 40 Km.

Another and better mountain path is the following:

First day: From Viken across the hills to the northern end of the Tømmervik Lake, where the stream is crossed, and thence to Ramsvandgaard (17 Km.), where are night quarters.

Second day: By a good bridle path to the farm Borgen (8 Km.), and thence by a carriage road to the farm Fardal (9 Km.) on the Fyresdal Lake (34 Km. in all). From here one can row to the Kirkebygd, where hotels. From here there is steamer communication. The tour can be made in one day by a good pedestrian, especially if the last 9 Km. are driven. From the Fyresdal Lake there is a road across to Dalen and Bandaksli in Telemarken. See Route 15, page 147.

Mountain Path from Hovden to Haukeli. From Hovden to Bjaaen about 15 Km. A well-marked path leads from Hovden Bridge along the east side of the Otra river and up as far as the Breivand, which is then rowed across to Bjaaen, where there is good accommodation at Knut Bjørgufssøn's. Thence 15 Km. to the Haukeli Road near Edland and 15 Km. to Flaathyl, some distance below Botten. See page 148.

There is also a path from Børtevandsbækken a little beyond Hovden through the Børtedalen to Børte on the Haukelid road (12 hrs.). See page 148.

From Bjaaen there is also a beautiful path over to Haukelidsæter (12 hrs.). The path leads to the west to Nipadalen and up the Nipadalsbraatet. Then down into the valley and across the Langsæ River. Further down the Kjæladal valley, across a bridge, and one is on the main road, half an hour from the hotel (see page 148).

Section II.

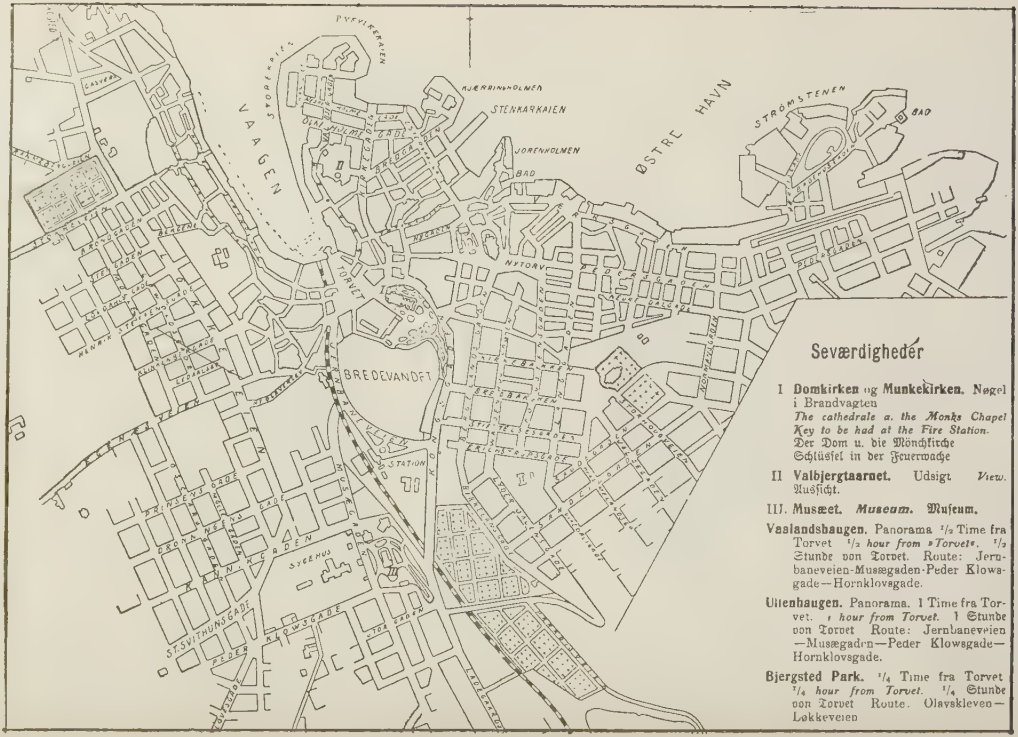
Western Norway.

Route 18.

Stavanger and Environs.

STAVANGER, one of the oldest towns in Norway, with 45,000 inhabitants, is situated among pretty surroundings in the northern part of Jæderen, on a branch of the Buknfjord. Most of the houses are small, cosy wooden buildings, as a rule surrounded by gardens, which give the town a characteristic appearance, quite different to that of other modern towns. The most important trade is the export of the well-known Norwegian sardines, tinned salmon, lobsters, crayfish, and the like, the canning of which has led to the erection of several important factories. There is also a large shipping business. Several conflagrations have ravaged the town in the course of years, so that its appearance has now quite a modern character.

Arrival and Departure. Stavanger is called at by all coasting steamers between Oslo and Bergen, as well as by a number of foreign boats (see page 12). The K a i e n (pier) only a few minutes from the hotels, runs along the east side of the harbour of V a a g e n, as far as the Market Place. The local Fjord boats moor at the piers called R y f y l k e k a i e n, and S t e n k a i e n in Østervaag, whence also the steamer for the L y s e f j o r d starts. The railway station is situated at the southwestern shore of the B r e d e v a n d, about 10 minutes' walk from the hotels. A description of the railway journey to Egersund and Flekkefjord will be found in Route 16, page 157.



Seværdigheder

I **Domkirken** og **Munkekirken.** Nøgel i Brandvagten
The cathedrale a. the Monks Chapel Key to be had at the Fire Station.
Der Dom u. die Mönchkirche Schlüssel in der Feuerwache

II **Valbjergtaarnet.** Udsigt. *View.* Aussicht.

III. **Musæet.** ***Museum.*** **Museum.**

Vaslandshaugen. Panorama $^1/_2$ Time fra Torvet $^1/_2$ *hour from »Torvet«.* $^1/_2$ Stunde von Torvet. Route: Jernbaneveien-Mussegaden-Peder Klowsgade—Hornklovsgade.

Ullenhaugen. Panorama. 1 Time fra Torvet. *1 hour from Torvet.* 1 Stunde von Torvet Route: Jernbaneveien —Mussegaden—Peder Klowsgade—Hornklovsgade.

Bjergsted Park. $^1/_4$ Time fra Torvet $^1/_4$ *hour from Torvet.* $^1/_4$ Stunde von Torvet Route. Olavskleven—Løkkeveien

Hotels. Victoria, Grand, Phønix, Indremissionshotellet, Indremissionshospitset, Jernbanehotellet, Bellevue, and Bondeheimen.

Tourist Office. Bennett's, Kaien.

Customs Office close to the pier. See page 14.

Post and Telegraph at the Market Place. See p. 33 and 34.

Motor Cars. The Post Office, Victoria Hotel, the Railway Station, Maldeveien and the Fish Market.

Baths. Stavanger Medical Baths, Badeanstalten, Jarenholmsgade 21. Sea Baths at Strømvik.

Walks in the Town. The Valberg Tower on the height near the pier, whence a fine view is obtained, is now used as a fire look-out. A walk to the Bredevand and in the park can also be recommended.

Principal Sights. The Cathedral, which was built in the twelfth century, was burnt down in 1272, when the choir was re-built in Gothic style. In 1886 the entire edifice was restored, and the interior is well worth a visit. Close by is Munkekirke, in former times the Bishop's Private Chapel, but now used for Divine service. The keys of the Cathedral may be had at the Fire Brigade Station, and of the Munkekirke at the Kongsgaard School. Stavanger, which used to be a Bishopric (St. Svithun) from 1124 until to the end of the seventeenth century when the Bishopric was removed to Christianssand, has from 1925 again been erected as its own Bishopric. The first Bishop of Stavanger, Reginald, was an Englishman, who was educated at Winchester.

The Kongsgaard, formerly the residence of the Catholic Bishop in Stavanger.

The Museum in Muségaden, close by the theatre, contains an interesting collection of antiquities, especially from the district of Jæderen, as well as a zoological collection, and in the top story an ethnographical museum. Open every day 10–4. At other times by a fee to the custodian, who lives on the underground floor.

The Art Union in St. Svithuns Gade, is open on Sundays 12—3, Thurs. and Fri. 12—2. Admission 50 Øre.

Excursions.*

1. To Vaalandshaugen and Ullenhaug, a pretty drive of 1 hr. Magnificent panoramic view, extending as far as the mountains in Ryfylke and to the sea.

* Conveyances may be ordered through Bennett's at tariff prices.

2. To Bjergsted Park, 15 minutes by rowing boat, or ½ hr. on foot. The prettiest and most extensive park in the town. Byhaugen, a little west of Bjergsted, noted for its fine view.
3. To Sole, along the new road past Malde. From the church may be had a fine view of the Solasanden, one of the largest accumulations of quicksand on the Jæderen, and on towards the sea. At Solasanden lies Solastranden's North Sea Baths. Dining rooms for 100 people. About 2 hrs.' drive there and back.
4. To Høgsfjord and Lysefjord, among the prettiest and wildest fjords in Norway. Steamers run as a rule twice a week, 8—12 hrs. there and back. At the farm Nedrebø, in Lysebotn, the Stavanger Tourist Club has opened a tourist station, from whence a number of pedestrian tours may be undertaken, among others to Sætersdalen, as described in Route 17, page 162.

Route 19.

From Stavanger through the Suldal and Bratlandsdal to Odda (Bergen).

One of the finest routes in Western Norway is the overland tour from Stavanger through the Suldal and the Bratlandsdal to Hardanger. In the 2½ days which the tour takes there may be seen a richness of varied scenery which from year to year attracts more and more tourists, and the islands in the Ryfylke Fjords, and the adjoining coast, abound with luxuriant vegetation. Across the Suldal's Lake we note tremendous, perpendicular mountains, which seem as if, in the course of Natures changes, they had, by a mighty cleavage, been severed from each other. We then pass pretty headlands, with birch and pine trees, and well-cultivated small farms making a charming picture. Thence we journey on through the Bratlandsdal, the Suldalslaagen rushing between the rugged rocks, deep hewn by the narrow cleft, and finally the enchanting landscapes of the Hardanger smile towards one as a worthy finish to this wonderful trip.

The tour starts from Stavanger by taking steamer to Sand in Ryfylke, time 4—6 hrs.

The course first lies in a N.E. direction between the pretty islands in the Ryfylke Fjords, stops being made as a rule at five places on the way. Renneso, Talgø and

Fogn having been called at, Judeberget on the Finø is then passed, and we cross the Buknfjord to Helgøsundet and Sjernarøy, and northwards to Nedstrand. From here the course is easterly through the Nedstrandsfjord to Jelsa, and then north through the narrow and wild Sandsfjord to Sand.

Once a week (motor boats oftener) the steamer continues up the *Hylsfjord* to *Hylen*, whence there is a mountain path to the *Suldals Lake* (see below) and five times a week to *Saude*, at the further end of the *Saudefjord*. *Saude Tourist Hotel*. The place has a lovely situation, and is much frequented both summer and winter by the people of Stavanger. A new road (one of the most magnificent in Norway as regards the wild grandeur of its scenery) leads from here through the *Hellandsbygd* to *Øverland* (14 Km.), where a *Tourist Hut* has been built. Thence 1 day's march through *Slettedalen* to *Seljestad* or *Fjære* (see page 149) A new road has also been built to *Storskjær* and this is being continued to *Ropeid* (see page 158).

Sand (75 Km. from Stavanger). Telegraph station. Kaarhus's Hotel close to the pier. From here there is a good road to Osen. Conveyances may be had at the hotel and can be ordered in advance through the tourist office at Stavanger.

The journey starts through a flat though pleasant country, and a long ascent is then made to Gjuvo, whence we proceed along the river Laagen to

Osen, 19 Km. Hotel Suldal. Travellers coming from the north should spend the night at Sand, but those who are going up the valley will often find it more convenient to stop at Osen, so that they need not rise so early the next morning. Osen lies at the southern end of the Suldal Lake amid very pretty surroundings, and Straabekollen (800 ft.), is opposite the hotels. Fishing may be had in the Suldal Lake and others in the neighbourhood.

From Osen a steamer runs on the Suldal's Lake to Nesflaten, once a day in each direction. Time 2½ hrs. The lake is at first very narrow, until we have passed through the narrow Suldalsport (the Suldal's Gate), the steep rugged mountains on either side forming a kind of porch. The boat then passes Kvildal and Vaarvik and calls at Vaage, a farm where accommodation can be had.

From *Vaage* a path, 5 Km. in lenght, leads across the *Hylsskaret* to *Hylen*, from which point steamers and motor boats run to Stavanger (see above).

From Vaage the steamer continues in a northerly direction through grand surroundings to Nesflaten, several small places being called at on the way, we having thus travelled almost the entire length of one of the finest lakes in Norway, with scenery in the highest degree varied and interesting.

Nesflaten, 28 Km. from Osen. The two Hotels Bratlandsdalen, under the same management, and lying near the pier.

From Nesflaten or *Roaldkvam,* 3 Km. higher up in the N. E. corner of the Suldal's Lake, a mountain path leads across to *Bleskestadmoen's Tourist Hut* and to *Bykle* in the Sætersdal Valley. See Route 17, page 162.

From Nesflaten we drive to Haarre and on to Hardanger or Telemarken. Conveyances may be had at the hotels, or they can be ordered beforehand through the tourist office at Stavanger.

The road first leads up the open valley past Nes Church, and then through the magnificent Bratlands Valley, mostly hewn out of the solid rock, a masterpiece of engineering skill. One hardly knows which to admire the more, the bold idea of constructing a causeway, where the steep rocky nature of the ground did not even leave foothold for a human being (the workmen having to be suspended by ropes), or the skill and perseverance with which the work was achieved. Deep down in the narrow valley rushes the rapid river, the mountain sides partly forming a roof over the road, while at the top is the Lone Lake, connected with the Røldal Lake by a short river. At Botnen Bridge the Soget is crossed, and we then drive along the shores of the lake to

Haarre, 24 Km., where the road joins the one from Haukeli. Breifonn Hotel. It thence continues to Seljestad (24 Km.) and Odda (26 Km.) as described in Route 15, page 149.

Travellers intending to take the trip from Odda to Nesflaten should if possible order conveyances in advance through one of the tourist offices in Bergen.

The express steamers run from Odda through the Hardangerfjord to Bergen 12—13 hrs. (see Route 21) and to Eide in 3—4 hrs. From Eide to Voss 1½ hrs. by motor car (Route 21) and from Voss to Bergen 4 hrs.' railway journey (Route 13).

Route 20.

Bergen and Environs.

BERGEN, next to Oslo the largest town in Norway, with some 100,000 inhabitants, was founded about the year 1070 by King Olav Kyrre. It is surrounded in all directions by high mountains and well sheltered against the sea by a

number of large islands. Bergen has always been an important and busy town, foremost in commerce and domestic industry, and from its harbours a vast amount of shipping every year traverses the seas of the world, upholding its renowned and well-earned fame.

Bergen is every day more and more nearly approaching the appearance of a modern town, and the old half German, half Hanseatic buildings are rapidly disappearing. Even Tyskebryggen, the well-known and characteristic German Pier, has long been doomed, but the names of the old lanes still preserve a recollection of the ancient city. In olden times the town owed its principal revenue to the trade with Northern Norway, and even fifty years ago the harbour was full of sailing vessels, sailing in from the north after the big fisheries had finished. Now this trade has changed and assumed a more modern character, although the Bergen people still live for the greater part on the fishing industry. Visitors for the first time should certainly spend a day or two, if possible, in strolling through the town and its surroundings, both very interesting.

The appearance of the town especially as regards the shopping district, has suffered a good deal since the big fire in 1916, when the centre of the town was burned down. The municipality have taken over the whole of the district which was destroyed in order to regulate the same and to level down the centre of the town, which was very hilly, and the re-erection, therefore, proceeds very slowly. When this is done the town will wear quite a different aspect from at present.

Arrival and Departure. Bergen has two harbours, the Vaagen and the Puddefjord; the former for the regular route steamers, and the latter for pleasure yachts and tourist steamers, are separated from each other by a long peninsula which forms the business quarter of the town, and through which the Strandgaden, with its side alleys, runs from the market square all the way to the Nordnes Point, forming here and there "Almenninger", or open squares. Muralmenningen which ends in the new Strandkai, the landing place for local steamers, and among these for the steamers to and from Askøen. Holbergalmenningen leads down to the Holberg Pier, where the Hardanger boats moor. Nykirkebryggen is the pier for the steamers to Sogn, Sønd- and Nordfjord. On the other side of the harbour we have the Tyskebryggen with Bradbænken, the landing place for the steamers southwards round the coast, and the Fæstningskai

BENNETTS
KART OVER-PLAN OF
BERGEN

for the steamers from abroad and for those going northwards. At Skoltegrundkai the oceangoing steamers and some of the pleasure yachts lie. In the Puddefjord the steamers anchor in the harbour, and passengers are put ashore at the Sukkerhus Pier.

The Railway Station is at the corner of Strømgaden and Kaigaden, near the town park and the Lille Lungegaardsvand.

Hotels: Norge, Hospitset at Tyskebryggen, Victoria, Transatlantic, Hotelannekset, Hordaheimen, Bondeheimen, Smeby, Missionshotellet, Augustin, Bergens Folkehotel, Firdaheimen, Vestmannaheimen, Bergen, Raadhushotellet. Private Hotels: Frk. Ottilie Hansen's, Meidell's, Sylvester Jensen's, Søstrene Jensen's, Fru Simonsen's, Fru Rathje's, Jacoba Pettersen's. As all the hotels are often full in the tourist season, rooms should be ordered in advance.

Restaurants: The best are Norge, Nobel, Railway Restaurant, Symra, Folkehotellet, "Den gode Hensigt", and Boulevard.

Confectioners: Michelsen's, Eventsen's, Jensen's, Minde's, Reimer's, and Boulevard's.

Tourist Offices: Bennett's, Cook's.

Post and Telegraph Offices. The Post Office lies in Alle Helgen's Gade, a continuation of the Smaastrandgaden which leads from the market square. The Telegraph Office is in the Exchange Building (entrance from Olav Kyrre's Gade). The Public Telephone is in Nygaden, behind the Post office.

Consuls: British Consulate, Slotsgaden 1. U. S. Consulate, Smaastrandgaden 1.

Motor cars. Taxis are stationed at several places in the town. Private motor cars can be ordered from Bergen's Automobil Vognmandsforening or through Bennett's or the hotel porters.

Trams. Electric trams every 5 minutes from Holbergsalmenning via the market place and through Kalfaret to Nystuen, from Nordnes to the Railway Station, from Møhlenpris to the Fæstning's Pier, and from Sandviken to the outskirts of the town near Fana (Minde).

Water-Men (fløtmænd) are stationed at different places in the Vaagen harbour.

Electric Ferry Boats run every 5 minutes across the Vaagen harbour between the different stairs.

Porters. Their tariff varies from 50—85 Øre pr. 70 Kg. (150 lb.) according to the distance. Night tariff 60 Øre—Kr. 1.00 pr. 70 Kg. (150 lb.).

Baths. Steam baths in Theatergaden and at Marken's Folkebad. Sea baths at Nordnes and Sydnes in the Puddefjord.

Shops. The best are in Strandgaden on the Market Square and its immediate neighbourhood. The following may be specially mentioned.

Jewellers: M. Hammer A/S, C. Ellertsen, Theodor Olsen's Sucr. Outfitters: A/S Sundt & Co. Photographic Articles: K. Knudsen & Co. Opticians: Martin O. Nielsen, Solberg Hansen. Articles of Art: Didr. Andersen & Søn A/S. Souvenirs: L. W. Tornøe A/S. Provision: Peter Reed. Sardin Factory: A/S Einar Hausvik & Co.

Walks. The surroundings of Bergen are beautiful and the town itself interesting. A walk through Strandgaden brings us right out to Nordnes, from whence a beautiful view may be had of the approach from the sea, and the return, made by the upper road past Fredriksberg Fortress, the Observatory, and the Cloisters. The Nygaardspark with its Aquarium, in the western quarter of the town, about 20 minutes' walk from the Market Place, is also well worth a visit. The Aquarium is open daily except Saturdays, 11—2 and 4—6. Admission 20 Øre. The walk along the Gravdal road is also worth making, and we cross by ferry from the Sukkerhus Pier to Laxevaag (every 10 minutes) then turning to the right on reaching the road.

The seven mountains which surround Bergen afford grand opportunities for more pretentious excursions, and the view from the summits, both over the fjord and into the interior of the country, fully compensate for the fatigue of the ascent.

Amusements. At the Theatre there are performances every night, except in the summer, at 7.30, and there are also a number of cinematographic halls. The Military Band plays in the town park almost daily from 1—2, and Concerts are also often held on summer evenings in the Town Park and the Nygaardspark.

Sights. The Bergen Museum at the top of Christie's Gade, past the old railway station, contains an interesting collection of antiquities, a zoological collection, and one of Norwegian Home Industry. Open every day 11—2 and 4—6. Sundays 11—2. Admission free except Tues. and Sat. when

the admission is 50 Øre. The zoological collection, which is worth seeing, is only open from 11—1. In the winter months (Sept. to June) the museum is only open on Sun., Mon., Wed. and Fri. 11—2.

The Hanseatic Museum, a most interesting collection from the Hanseatic times, week-days 11—2 and 4—6. Sundays 12 -2. Admission Kr. 1.00. In the winter (Oct. to May) Sun., Mon., Wed. and Fri. 11—2. Admission free.

The Rasmus Meyer's Picture Gallery is well worth seeing. Open Sun., Mon., Wed., and Fri. 11—2.

Vestlandske Kunstindustrimuseum (Museum of Industrial Art), an attractive building, opposite the town park and the old railway station, which also contains a collection of paintings by Norwegian artists, a fisheries exhibition, and a permanent exhibition of merchandise. Open every day except Thurs. 11—2 and 4—6. Fee expected.

Haakonshallen, the ancient palace of King Haakon Haakonssøn, who died in 1263. This historical relic, which had been allowed to fall into sad decay, has recently been beautifully restored and is worthy of inspection. It lies within the fortress ramparts, facing the Fæstningsbryggen Pier. Daily 11—1. Admission 50 Øre.

Rosenkrants' Tower (also called Walkendorf's Tower), formerly a fortified tower, built for the purpose of holding the Hanseatic quarter in check, adjoins the Haakonshallen and is now used as an armoury. Fee expected.

St. Mariæ Church, also called the German Church (having once belonged to the Hanseates), is in Øvre Gade, the street running parallel with the Tyskebryggen. It dates from the twelfth century and has a beautiful reredos (fifteenth century). It is as a rule open from 11—1.

The Cathedral was originally a Franciscan Monastery Church and has two 13th cent. aisles.

The Johannes Church stands on a hill affording a view of the Upper Market Square, and contains a fine reredos (Christ in the Wilderness).

St. Paul's Church (Roman Catholic) at the foot of the hill up to the Museum. Worth seeing inside. Always open.

Statues. In front of the Bergen Museum is one of Christie, the first President of the Norwegian Storting; in the lower part of the Market Place one of Ludvig Holberg, born at Bergen in 1684; in Ole Bull's Square, opposite the Hotel Norge, one of the well-known musician Ole Bull; in the Park (Byparken) one of the well-known Bergen Musician Edvard Grieg; and in front of the Bergen Theatre the Nor-

wegian author Bjørnstjerne Bjørnson. In the garden of the Bergen Museum there is a bust of Dr. Armauer Hansen, the discoverer of the Lepra bacillus, and on the road leading up to the Fløifjeldet a bust of Mr. Irgens, who first conceived the idea of replanting trees on the Fløifjeld mountain.

In the cemetry near Kalfarveien road Ole Bull's and Edvard Grieg's burial places can be seen.

Excursions.*

1. To Fløifjeldet, 1,948 ft., the hill skirting the eastern end of the town. An electric wire-railway, built in 1914 and 1915, takes the passengers from Veterlidsalmenningen, close to the fish market, up to the summit in 8 minutes. The line is beautifully laid and most interesting. The ascent is quite an experience, and at several places one has the feeling of being in an airship. There is a train every half hour. On the summit is Fløien's Restaurant, from which an incomparable view of the town and harbour may be obtained. An excellent zigzag road has also been made up to Fløien. By continuing the ascent for another hour to the mountain Blaamanden, we get a still more wild and extensive view. By branching off along the newly-made road to Rundemanden, the wireless Telegraph Station for the West coast is reached. Visitors who do not care to ascend to the summit, should at any rate not omit to take a walk or drive along the beautiful road Fjeldveien, halfway up the hill, from which the view is equally enchanting. Instead of taking the zigzag road down to the Leper Hospital at Kalfaret, the walk could be continued by the Fjeldveien to the Bellevue Restaurant, thence descending to the main road, where the electric tram may be taken back to the town. 1½ hrs. From Bellevue a zigzag road leads up to Knatten, where magnificent views are obtainable of the Svartediget and the Isdal Valley.

   If the tour up the Fjeldveien is made by motor car, we should return round the Lungegaard's Lake and through the Nygaard's Park back to town.
2. To Fantoft Church, an old "Stave" Church (like those at Borgund (see page 110) and at Gol, now on Bygdø near Oslo (see page 52). The drive there and back, which is made through pretty scenery, takes 1½ hrs. in a motor car, or the trip could be made by train, to Fjøsanger Station (14 minutes) walking from there

* Conveyances may be ordered through the Tourist Offices at tariff prices.

to the Church, ½ hr., near which is Café Birkelund and on a hill close by Hotel Birkelund.

3. To Svartediket. A pretty drive through the Kalfaret and the Kalvedalen. 1—2 hrs.
4. To Nestun. Several trains a day. 25 minutes. Good fishing in the neighbourhood. Refreshments at Hotel Nestun, close by the station.
5. To Os, 35 Km. This is a favourite excursion by motor car or by train (several a day) via Nestun, where we change and soon reach Os on the Samnangerfjord. Solstrand Hotel, ½ hr. from the station, and close by the Bjørnefjord. From it a magnificent view is had of the Fjord and the Folgefonn Glacier. Good opportunities for bathing, rowing and fishing. Steamers run 4—5 times a week to Bergen, so that we may go by train or motor car one way (1¼—2 hrs.) and return by steamer (4½ hrs.).
6. To Aadland, at the head of the Samnangerfjord (3—5 hrs. by steamer from Bergen). This is also a pretty trip, which may be recommended to those who have a couple of days to spare. It can be combined with the above-mentioned tour to Os, by taking the steamer from thence to Aadland, whence there is a magnificent carriage road to Trengereid Station on the Bergen—Voss Railway (see Route 13, page 131), and from there by train back to Bergen in 1½ hrs. Aadland's Hotel at Aadland.

   From Aadland an excellent new carriage road leads via Tysse and Kvammaskogen to Norheimsund and Øistese in Hardanger (see page 181), 2 hrs. amongst grand scenery, especially in descending through the Tokagjelet to the Fjord. Quarters at Kvamshaug Hotel, about halfway, and at Sandven's Hotel, Norheimsund, as well as at Øistese Hotel.
7. To Askøen, an island opposite Bergen, on the other side of the Fjord, and a favourite place of excursion for the Bergen people, many of whom have summer villas there. There is a pretty view from Dyrteigen, and steamers run three times a day (1 hr.). Kongshaug Hotel at the stopping place, Hop, and at the last stopping place, Ask, is the small Hotel Ask, where refreshments may be had.

Route 21.

From Bergen to the Hardangerfjord.

The Fjords in the Hardanger (Harang) inside the Bømmelfjord are geographically called by one name, the Hardangerfjord, the population of the whole district being about 15,000. To a Norwegian the name of Hardanger is like music in his ears, and its glories are the theme of the poets and the dream of the painters. In wildness and boldness of scenery it cannot be compared with some of the northern Fjords, although some of the inner branches are not wanting in sternness of character, but its beauties are bright, smiling, pleasing to the eye and exhilarating to the mind. The natives of Hardanger, the Harings, are exceptionally good-looking, with attractive, intelligent faces, and it can easily be seen that they are musically and artistically inclined. The national airs of Hardanger are known far outside Norway, and the art of wood-carving flourishes here, while the Hardanger violins are world-famed.

The national dress of the Hardanger women is the most picturesque in the country and adds greatly to the brightness of the scene, while at most of the hotels the female servants are dressed in becoming red bodices and skirts with white embroidered pinafores. The married women wear a snow-white linen skaut (a kind of cap), and the unmarried their unadorned luxuriant tresses, which fall in two plaits halfway down to the waist. The Hardanger and Søndhordland districts produce an abundance of fruit, especially cherries and apples.

The easiest approach to Hardanger is by steamer from Bergen. The length of the Fjord is about 100 Km., and the whole distance from Bergen to Odda is 193 Km. and from Stavanger to Odda 260 Km.

From Bergen steamers run regularly to the Hardangerfjord, 13—14 hrs. between Bergen and Odda. From Stavanger steamers run once a week in both directions, the tour taking 36 hrs. On the inner part of the Hardangerfjord local steamers also run regularly between Eide, Utne, Vik and Ulvik.

All the steamers running on the Hardangerfjord belong to the Hardanger-Søndhordlandske Steam Ship Co. and are noted for their comfort and good catering.

The steamer starts in Bergen from the Holberg Pier, crosses the Korsfjord, a short stretch of open water, then the Bjørnefjord and calls at

Godøsund (3 hrs.). Godøsund Hotel. This is one of the numerous wooded islands lying north of Tysnes, and the many small, narrow bays are extremely pretty, while the view across the Bjørnefjord to the Folgefonn Glacier is very attractive. The Tysnessaata, the highest point on the island of Tysnes, can be ascended from here, and a splendid view obtained from the top. From Godøsund, which is especially adapted for a prolonged stay, it is about 1 hr.'s walk to Hæglandvatne Lake and Vevatn Lake, near the farm of Vevatne, where good trout fishing may be had. The steamer now traverses the narrow channel of Loksund to

Herøsund (6 hrs.). Bringedal's Pension. Here passengers from Stavanger to Hardanger and vice versa must sometimes change into the Bergen—Hardanger boat. From this point there is a good carriage road past Sunde and Valen to Ølfarnes on the Skaanevik Fjord, and another up the country to Uskedal (Dahl's Pension) and Dimmelsvik to Rosendal.

The steamer continues its course from Herøsund to

Rosendal (5—8 hrs.). Quarters at Rosendal Hotel. The surroundings here are very attractive, and at the top of the Hatteberg Valley is the Ringerifoss, a fine waterfall, well worth a visit. Close by, and surrounded by an extensive park, lies the mansion of Rosendal, belonging to the barons of Rosenkrans and Rosenkrone, which was built in 1660—65 by baron Ludwig Rosenkrans and contains a beautiful collection of paintings. Considerable shipbuilding is carried on here. Myrdalen (1 hr. from Rosendal) on the Myrdal's Lake is reached by a good driving road, and there is good fishing in the lake. The ascent of Melderskinn (4,850 ft.) is recommended, the excursion from Rosendal taking 4 hrs.

From Rosendal we cross the Fjord to Gjermundshavn (Dybland's Pension) and thence to Varaldsøy on the southern point of the island of the same name, the largest island in the Fjord. Here the route divides. Some of the steamers skirt the western side of the Varaldsøy through the Bondesund, passing Mundheimsviken on the left, then Øierhavn, where there is a fine pine forest, and on to Bakke. Other steamers go from Varaldsøy on the east side of the island through the Sildefjord, past

the little island of Silden, and then by Øierhavn on the northern point of the Varaldsøy to Bakke.

At other times the steamer goes from Rosendal up the Fjord to Ænes, in the Middle Ages the seat of one of the principal families in Western Norway. Just behind the church is the high mountain Gygrastolen, from which the view into the Maurangerfjord is magnificent. 3—4 times a week the steamer runs up this Fjord to

Sundal or **Mauranger** (8—12 hrs.), the starting point for the excursion to the Bondhus Glacier and the tour across the Folgefonn to Odda. One can stop at Varaldsøy (20 Km). or at Rosendal (26 Km.) and row from there. From Ænes 2 hrs., from Rosendal 5 hrs., and from Varaldsøy 3½ hrs. Quarters at Sundal Hotel. Trout fishing in the river.

Excursion to the Bondhus Glacier. Guide may be had at the hotel as far as the *Bondhus Lake* (1 hr.) and part of the way may be driven. The guide will row the traveller across the lake in a boat belonging to the Tourist Club (20 minutes) and from there it is a ¼ hr.'s walk to the glacier, which, although small, is very attractive. *The Brofoss* close by is worth noticing. and the valley itself is also pretty. The whole excursion takes 3—4 hrs.

Across the Folgefonn to Odda. This is another most interesting tour which can be made from *Sundal* or from *Gjerde* at the top of the bay, and across the Folgefonn down to Odda, affording the opportunity of making a sleighing tour across the glacier. From Sundal the tour takes 10 hrs. and from Gjerde 8 hrs. It is difficult to say which is the better starting point, but most travellers prefer Sundal. At Gjerde the accommodation is not so good and access to the glacier is somewhat more difficult, but on the other hand many consider that the way across the glacier from Gjerde is the better.

Although the routes join before the descent to Tokheim is made, the way across the Buar Glacier (see page 188) is both difficult and dangerous, and the drive is a disappointment, as the pony has to walk nearly the whole way, while the sleighs are very primitive. For this sleighing tour it is necessary to be well clothed, as it may often be very cold. The greatest height of the Folgefonn is 5,500 ft. (See page 188).

a. Sundal to Odda. From the Bondhus Valley a good bridle path leads up the mountain to *Garshammersæteren* (2½ hrs.), where there are a few beds. A magnificent view of the Bondhus Glacier and the valley is obtained. From this point the path has been considerably improved, so that we can ride on horseback right up to the commencement of the glacier (2 hrs.), where a small hut called *Breidablik* has been erected. The drive across the glacier takes 1 hr. and the descent to *Tokheim* on the Sørfjord about 3½ hrs. We can then walk along the shores of the Fjord to Odda in ½ hr. or, preferably, row in ¼ hr. Provisions should be brought from Sundal.

The fare for a pony with saddle, post-boy and pilot from Sundal, sleigh across the Folgefonn and pilot right down to Odda is Kr. 55.00 for 1 person and Kr. 60.00 for 2. If 2, one rides and sleighs in turn and the same pilot is used for both.

b. Gjerde to Odda. After leaving the steamer at Sundal, a rowing boat is taken to *Gjerde* at the top of the Fjord. A guide should be taken, and one can usually be found at the quay in Sundal on the arrival of the steamer. The best method is to proceed at once to the *Tourist Hut*, an ascent of a couple of hours, and spend the night there, food being brought from Gjerde. From the hut to the glacier takes about 1 hr. and the sleighing another hr. The descent to Odda is the same as the route from Sundal.

From Sundal or Ænes we proceed to Bakke (Bakke Hotel).

From Bakke is a new carriage road to *Fosse* (5 Km.), *Rørvik* (10 Km.), *Skutevik* (17 Km.) and to *Norheimsund* (28 Km.).

From Bakke we steam past Ljønestangen, and thence across the Fjord to Jondal (Jondal Hotel).

From this point an excursion may be made to the Skjørdalsfoss and Juklevand (10—12 hrs.).

Again crossing the Fjord we soon reach

Norheimsund (8—9 hrs.), in a charming situation, the place being especially adapted for a prolonged stay. Sandven's Hotel, close by the pier; also Iversen's Pension and Nortorp's Pension.

Norheimsund to Trengereid. From here runs the magnificent road across Kvammaskogen and via Aadland to Trengereid Station on the Bergen—Voss line. The tour is one of the finest which can be made in the country and is much to be recommended to those who have an extra day to spare. The distance is 50 Km. and is generally made in 2½ hrs. in a motor car.

From Norheimsund the first 5 Km. is by a level road up the Steinsdal past the fall Øfsthusfossen, under which one can walk dry-shod. Thence there is a steep ascent up the wild Tokagjel (5 Km.), the road, which is cut through the solid rock, high above the valley, and traverses a couple of tunnels, being one of the most interesting in Norway, while the view across the valley gets gradually more and more imposing the further we ascend. At the top the two Lange Lakes, with the Kviting Mountain to the left are seen, and another slight ascent, followed by a descent through the valley of Ekedalen, brings us to

Kvamshaug, 20 Km. from Norheimsund. Kvamshaug Hotel in a very pretty situation. Good fishing in the Ekedalsvand. 1 Km. further down the valley a new, small hotel, Tvedteraas Hotel, has been built.

The road continues down the charming Eikedal and through the ravine Storlien amidst wild and imposing scenery, passing the pretty Brattafoss and then crossing the Kuholm Foss by the Kuholm Bridge. It then continues to descend for some distance and presently turns to the left down the wild and magnificent Frøland's Valley to the Frøland's Lake, along the shore of which it leads, finally descending to

Tysse (12 Km.). Røsseland's Hotel. Here are the Samnanger Wool Factories.

From Tysse a level road leads round the inner part of the Samnangerfjord and up to

Aadland (8 Km.). Aadland's Hotel. (See page 177.)

Proceeding further up the Aadlandsli (1½ Km.), getting a good view of the parish of Samnanger and of the Fjord, we then cross the Hisdal's Marshes and up Salene with a view of the Trengereid Fjord. The Grosdal Valley is then traversed to the Øijorsvand, the shores of which we skirt, and then ascend the Mandal (10 minutes), from whence we descend in big windings, with a magnificent view of the Østerfjord, to

Trengereid, 11 Km. from Aadland. From here one can take the train to Bergen in 1¼ hrs. and to Voss in 2½ hrs. See Route 13.

If we travel the reverse way conveyances from Trengereid should be ordered from one of the tourist offices in Bergen, as there is as a rule a want of such at Trengereid.

Resuming the journey from Norheimsund to Odda (see page 181) the first stopping place is Øistese, reached by the steamer in ½ hr. round the point, or by a short walk of 1—1½ hrs. (6 Km.), through attractive scenery. By motor car ¼ hr.

Øistese (8½—9½ hrs.) is a most charming place, well worth visiting. Quarters at Hotel Øistesø and at the Pension Osen; also at Gundrun Vik's at Lundanes, 20 minutes from the quay. From here one can walk or drive to Fiskesundet, a branch of the Hardangerfjord — 10 Km. in length — with exceedingly wild and imposing scenery. The steamer calls twice a week at Porsmyr.

From *Bottnen,* at the top of the Fiskesund, a magnificent path leads across the *Hamlegrø Mountain* to the stations *Bulken* and *Dale* on the Bergen—Voss line. After 3—4 hrs.' ascent, *Hamlegrø* (10 Km.) is reached, a small place, from whence there is a fine and rugged view. Good fishing. From here one rows up the *Hamlegrø Lake* to *Hodnaberg* (2½ hrs.), and thence proceeds by a bridle path to *Nistaas,* beyond which there is a driving road to *Bulken* (15 Km. from Hamlegrø). See route 13.

There is now a new carriage road to Dale (23 Km.). The path is followed as far as *Fosse.* See Route 13.

In both cases the tour may be easily performed in the day.

From Øistese the steamer takes us past Steinstø and Aalvik and thence into the Granvin Fjord and past Folkedal to

Eide in Granvin (11 hrs. from Bergen). Mæland's Hotel much frequented. Jaunsen's Hotel in pretty situa-

tion at the top of the Granvinfjord. The mountain Oksen (4,000 ft.) may be ascended from here (see also below under Utne) 2 Km. by rowing boat down the Fjord. Travellers bound for Eidfjord (Vik) or Ulvik generally change steamers here.

Eide to Voss. From Eide a first-rate road — 30 Km. in length — leads across to Voss on the Oslo—Bergen line. A railway is under construction. Conveyances may be had at the hotels and should be ordered in advance through one of the tourist offices at Bergen, as there is often a want of them. Motor cars run on the route. The tour takes 3—3¾ hrs. in driving and 1½ hrs. by motor car.

The road commences by ascending the banks of the river to the Granvinvand and thence along the shore of the pretty lake, the road in several places being cut into the rocks, to Granvin's Church (5 Km. from Eide), where the road to Ulvik branches off (see page 186). Thence we proceed, the Nesheimshorgen (3,300 ft.) standing out to the left, to the upper end of the lake, where lies Seim or Øvre Vassenden, 8 Km. from Eide (1 hr.). Nesheim's Hotel. We then traverse a pleasant, level, tree-fringed valley and on up the Skjervet, in big windings through the rocks and past the Skorvefoss and the Skjervefoss (Café Fossheim), having a magnificent view over the valley on the way. There is then a further gradual ascent of the hill, crossing the border between Hardanger and Voss and soon after the highest point of the road (750 ft. a. s.) is reached, about 10 Km. from Seim. The road then descends past Flatlandsmoen into Langskogen, one of the few pine forests in Western Norway. Further downwards we get a view to the right of Tjukkebygden, and enter the parish of Vossevangen, and on reaching the Church turn to the left to Voss (22 Km. from Seim). Voss is described in Route 13, page 130.

Travellers going from Voss down to Eide should order conveyances in advance through one of the tourist offices at Bergen or Oslo, as the route is much frequented. The tour takes about 3¼ hrs. driving and 1½ hrs. in motor car.

At Eide we will resume the Odda journey (see above), the steamer rounding the mountain of Oksen and entering the Eidfjord, where everything is bleak and wild and surrounded by high mountains, one of which, to the left, is the peak Onen (5,250 ft.). The steamer next calls at

Vik or **Eidfjord** (2 hrs. from Eide). Hotel Vøringfoss, belonging to Mrs. Næsheim. Close by is a small stone Church built in the twelth century, with tiny lancet windows and two elegant doorways of the same age. Behind the altar is a well-preserved tombstone representing Ragna, the foundress of the Church, offering to St. Peter a model of the building, nearly as it now stands, with a long inscription in Runic characters, the form of the letters deserving attention. Ragna is said to have given the Church to the parish to atone for some great transgression.

Vik to the Vøringfoss. Vik is the starting point for the excursions to the Vøringsfoss, the Skykkjedalsfoss and the Rembesdalsfoss, as well as for various tours on the Hardanger Mountains.

From Vik a finely-made road takes us through wild, magnificent scenery along the river and the banks of the Eidfjord Lake (6 Km. in length), which formerly had to be rowed across. We then pass Sæbø and proceed by the banks of the river Bjoreia to Maabø (14 Km.), and thence by a new road into a narrow valley with perpendicular mountains and on to the Maabø Lake. (Here there is a stone bridge across the river, from which it is 1 Km. (15 min.) walk up to the fall, 17 km. from Vik). The road then ascends the mountain in big windings to Fossli (18 Km.) and to Maurset (25 Km.). The ascent is magnificent. The road leads through tunnels, and almost at the top a tunnel, 100 metres in length, with openings on one side through which the views are grand, is passed through. The last 3 Km. before arriving at Fossli form one of the finest pieces of road in Europe. Hotel Fossli, a good-sized house, in pretty surroundings, and with a magnificent view of the fall. 18 Km. from Vik, 1 hr. by motor car. The Vøringfoss is one of the finest waterfalls in Norway and well worth visiting. It has a sheer fall of 530 ft., but the total height from the upper edge is 2,225 ft. In these tracts reindeer are often met with, and the trout fishing in the lakes is good. 4—5 hrs. should be reckoned for the excursion.

At Fossli Hotel there are several clever guides, whose advice should certainly be taken, if tours into the Hardanger Mountains are contemplated. They can also guide travellers to Dæmmevashytten (6 hrs.). From here to Finse 6 hrs. On this tour the Rembedalsfoss and the Skykkjedalsfoss (see also page 127), two magnificent waterfalls in the Simadalen are passed.

From the Skykkjedalsfoss across the Snaufjeldet to the Ishaugree (4,000 ft.) is a 3 hrs.' easy walk, and from there one gets a good view of the Rembesdalsfoss, so that it is not actually necessary to go further, although the walk only takes $^3/_4$ hr. On the way we get a magnificent view of the Hardangerjøkel, which can be ascended in 4 hrs. From Skykkjedalsfossen one can walk down the Simadal and from there row back to Vik (see below).

From the Rembedalsfoss, which is the prettier of the two falls, but lies the farther away, an arm of the Hardangerjøkel called Rembedalsskaakje may be ascended. This glacier falls down into the Rembedals Lake, and the route from Vik is by rowing boat to the Simadal (5 Km.), thence by a path to the Skykkjedalsfoss (5 Km.) and to the Rembedalsfoss ($3^1/_2$ Km.). The local steamers on the Hardangerfjord sometimes go up the Simadalsfjord and should then be used. From Vik through the Simadal to the Skykkjedalsfoss and back takes 5 hrs., to the Rembedalsfoss 7 hrs. and to the Hardangerjøkel 9 hrs.

From Fossli we can cross to Instestølen (3 hrs.) and on to Krækjahytten (6 hrs.) whence to Finse or Haugastøl see Route 13, page 127, or to the Rjukanfoss see Route 14, page 141. A new road is projected from Fossli to Haugastøl, via Garen, Dyranuten and the Ortedal's River.

Resuming our Odda journey, the steamer returns through the Eidfjord (sometimes making a detour to the Simadal) and then runs along the Osefjord to

Ulvik (3 hrs. from Eide, or, if the boat calls at Simadalen, 4 hrs. From Vik 1 hr.). Hotels: Brakanes, close by the water, Vestrheim's, some way up on the main road, and Ulvik. The scenery in this neighbourhood is most lovely and romantic, and Ulvik is consequently a favourite spot for temporary sojourn. A day's excursion may be made as far as Vassfjæren (5,500 ft.), 10—12 hrs., the latter part of the road leading through perpetual snow, and magnificent views being afforded. Guide may be had at the hotel. Ose, at the other end of the Fjord, is also well worth seeing (5—6 hrs.), driving or walking to Øidvinstaa (5 Km.) and thence rowing to Ose (5 Km.).

From Ose there is a mountain path to *Hallingskeid* on the Oslo—Bergen railway (see Route 13, page 128), and for the way across the mountains from Ulvik to *Upsete*, on the Oslo—Bergen line, see Route 13, page 129. A new carriage road will probably be made shortly.

Ulvik to Eide and Voss by Road. From Ulvik an excellent road leads across to Eide (25 Km.) and to Voss (44 Km.). Between Ulvik and Voss there is a regular motor car service twice a day in each direction. The road ascends the Sponheimssvingen as far as Hyllakløven, from whence there is a magnificent view of Ulvik and the Hardangerfjord. Thence we wind upwards along the deep cleft through which the river runs, past Verafossen, to the plateau, where the Espeland's Lake lies (1,250 ft. a.s.). Then are traversed woods of pine and birch and ash, and we gradually wind downwards, obtaining beautiful views of the Granvin Lake, on reaching which we join the main road between Eide and Voss (see Eide, page 183). From Ulvik to Seim (Øvre Vassenden) 22 Km., thence to Voss 22 Km. Voss is described in Route 13, page 130.

Travellers wishing to go from Voss to Ulvik should order conveyances in advance through one of the tourist offices at Bergen or Oslo.

Eide to Odda. From Eide the steamer returns through the Granvinfjord and crosses direct to

Utne (1 hr. from Eide), charmingly situated. Utne's Hotel, small but specially adapted for a prolonged stay. Hardanger Parish Museum and Hardanger Orcharding and Agricultural School is situated here. From Utne an excursion may be made to the mountain Oksen (this excursion may also be made from Eide) 5—6 hrs. up, and there is a fine view from the summit, not unlike that from the Rigi. Also an excursion to Hanekam, 3—4 hrs., easy walk up and down. From Utne to Vik 28 Km., to Ulvik 28 Km., to Norheimsund 30 Km., and to Jondalsøren 33 Km.

From Utne the steamer enters the Sørfjord, the prettiest branch of the Hardangerfjord. It is very imposing, some 40 Km. in length and about 2 Km. in width, with fertile shores and populous districts and comparatively southern vegetation. The first place of call is on the west side at Crimo (Pugerud's Hotel), and we thence cross the Fjord to

Lofthus in Ullensvang ($\frac{1}{2}$ hr. from Utne; from Eide $1\frac{1}{2}$ hrs.). Hotel Ullensvang,, a large and comfortable establishment. Ullensvang Church and Parsonage 15 minutes from the hotel. The climate here is good and invigorating, especially for consumptive people, and the district is often styled "the fruit garden of Hardanger".

There is a good road from *Lofthus* past *Lutro* to *Kinservik* (10 Km.), where there is an old Church and whence a beautiful walk may be taken through a pine wood to two grand waterfalls, the *Tveitafoss* and the *Nyastølsfoss*, the noise from the latter being heard from a long distance. The tour takes half a day.

From Lofthus we steam along the eastern shores of the Fjord round the Børvenuten to the pretty Børve, on the west side passing Naa, which lies in the district of Vike, where the ice is seen on the hills. On the other side is Espen just opposite the mountain Hanekamben (3,850 ft.). The course then lies through magnificent scenery, including the wild Tyssedal (see below), and all too soon we have reached our journey's end at

Odda (1½ hrs. from Lofthus, 3 hrs. from Eide), at the head of the Sørfjord. Grand Hotel, Hospitset.

From here run the roads across the Haukeli to Telemarken and Oslo (Route 15, page 149), and through the Bratlandsdal and Suldal to Stavanger (Route 19, page 170).

Odda is no longer the busy tourist centre it used to be owing to the Carbid Factories which have been built here, and which often send out a disagreeable smell, but it is a very convenient place for numerous excursions, of which the following are the most noteworthty:

(1) Skjæggedalsfoss, also called the Ringedalsfoss, is one of the most magnificent waterfalls in Europe, and those who have seen Niagara say that what the Skjæggedalsfoss is wanting in volume of water, as compared with that, it gains in its vast height, and the grandeur of the chasm into which it falls. The approach to the fall, along the gloomy Ringedalsvand, is of the most imposing and impressive character. On the way one of the biggest water reservoirs in the world is passed. From Odda, half an hour by motor boat or by road brings us to Tyssedal (6 Km.), where are a number of factories, built in 1908. Tyssedal Hotel lies on the plateau just above the landing place. Thence, by a two hrs.' walk on a newly-made bridle path, we reach the farm Skjæggedal, where there is a small hotel. We then traverse the shore of the Ringedalsvand, and presently take motor boat once more, and cross (½ hr.) to the fall. The return journey is made in a shorter time, being down hill. The path having lately been considerably improved, ladies, fairly well accustomed to walking, can make the trip with ease. The highest point of the road is about 1,700 ft. above the Fjord and the Ringedal's Lake is about 1,500 ft. a. s.

On the return from the Skjæggedalsfoss a detour to the twin falls of Tyssestrengene, 15 minutes by motor boat, is recommended. The climb to the upper falls takes about an hour, and it is well to keep as near to the ravine as possible. Both falls join and rush together with a downfall of at least 600 ft., and the water forces itself under a high bridge of ice, suspended across the fall, forming another fall which is not seen from the Ringedal's Lake. The impression is magnificent and in sunshine rainbows may be seen in the steam from the water. Ladies who are not good pedestrians should not attempt this detour, as the ascent in some places is anything but easy, and all are warned against going out on the ice, which is uneven and slippery.

(2) The Buar Glacier is worth a visit, taking 4—5 hrs. from Odda and back, or the tour may be combined with the excursion to the Laatefoss. The Glacier is continually moving further and further down the valley, inasmuch as fifty years ago there was hardly any glacier discernible, while in 1870 it advanced nearly 60 metres and in 1871 4 metres in a week. The lower edge was in 1878 about 1,000 ft. a. s. and 2 years later 970 ft. The glacier is now again gradually getting smaller. It is dangerous to stand at the foot of the glacier, as blocks of ice and stones often fall and tourists are cautioned against going into the ice grotto. There is a good carriage road from Odda to Jordal (¾ hr.), proceeding thence by a broad bridle path straight up through the Buar Valley, passing the farm Buar, where the greenish-blue wall of the glacier prohibits all further progress. Close by is a good restaurant.

(3) The Folgefonn. From Odda we proceed along the Fjord as far as Tokheim, and then take the path up the valley. This has of late been considerably improved, but there is still a good deal of climbing attending the tour, especially for the last 1½ hrs., during which the snow will be found steep and slippery. From the summit a truly magnificent and widespread view is had. If this excursion is undertaken it is far preferable to commence with the Buar Glacier and end with the Folgefonn, the steep and slippery way across the first being much easier ascending than descending. In that combination we can descend to Tokheim, and from there return to Odda. The whole tour is made in 6—7 hrs.

A sleighing tour may be made from Odda across the Folgefonn (see *Sundal* in Mauranger, page 180), but is made better from Sundal.

(4) The Laatefoss, on the road to Røldal, is a favourite place of excursion from Odda. The new road along the western shores of the Sandvenvand is followed, the distance being about 15 Km. Three fine falls lie close by each other, the twin falls Laatefoss and Skarfoss on the west side of the road and the Espelandsfoss on the right, a couple of Km. before reaching the latter the Hildalsfoss being passed. In driving along the Sandven Lake the Buar Glacier is seen to great advantage on the other side of the water, and the excursion to it may — as mentioned above — be combined with the tour to the Laatefoss. We also get a glimpse between the mountains of the Folgefonn Glacier, but in order to obtain a good view of this enormous ice mountain it is necessary to go all the way to Udsigten or Seljestad (see below). On the hill at Laatefoss is the Laatefoss Hotel, where dinner, refreshments and night quarters may be had. From the hotel there is a good driving road of 4 Km. to the top of the Laatefoss, from whence a magnificent view of the whole fall and its grand surroundings may be obtained. The excursion takes 4 hrs. See also Route 15, page 149.

(5) Seljestad lies 26 Km. from Odda on the road to Røldal, the excursion taking about 8 hrs. The tour can be highly recommended, as the view from the summit of Seljestadjuvet, above Seljestad, is magnificent. The road is a good one, ascending gradually in picturesque windings. At Seljestad dinner and refreshments may be had at the Hotel Folgefonn or at Seljestad's Hotel. See Route 15, page 149.

(6) Udsigten, 20 Km. from Odda, is on the Seljestad road, from which we can turn if Seljestad is too far. For this excursion 6 hrs. are needed. Dinner and refreshments may be had at Hotel Udsigten, which has a splendid situation, affording a grand view of the Odda Valley and of the Folgefonn Glacier. See also Route 15, page 149.

Route 22.

From Bergen to the Sognefjord.

The Sognefjord, the longest of the Fjords in Western Norway, may be approached in many ways. From the east one can reach it by carriage roads through the Hallingdal or the Valdres Valley; another route, but more fatiguing, is that through the Gudbrandsdal Valley and across the Sognefjeld to Lyster. From the west, and much quicker of access, is the favourite route from Bergen, by rail to Voss or Myrdal and thence by road via Stalheim to Gudvangen, or through the Flaam Valley to Flaam. In summer, those who have the time, and are fond of the water, would do well to embark on one of the express steamers which run from Bergen right through the Sognefjord to Lyster or Lærdalsøren. Whichever route, however, be selected, we cannot fail to be impressed, on reaching our destination, with the imposing grandeur of the magnificent Sognefjord, perhaps unrivalled in Europe. Like a wall the mountains tower almost perpendicularly on either side, rising from three thousand to four thousand feet above the broad Fjord. The general surroundings are wild and bleak, as on long stretches there are no dwelling-places an only at a few places are there strips of cultivated earth, in front of the mountain walls. At the same time, the cultivation of fruit is more successful here than is generally the case in Norway, while in the sheltered valleys of the Lyster and the Sogndal, a considerable quantity of tobacco was produced. This is now stopped owing to the high tax to the State. Every little spot which can be cultivated, or built on, is utilized, even at many points where everything required for building or cultivation must be hoisted up and down the mountain sides by ropes and other primitive means.

The length of the Sognefjord from Sygnefest to Skjolden is 180 Km. and the distance from Bergen to Skjolden 267 Km., to Lærdalsøren 230 Km. and to Gudvangen 230 Km. The entire district has about 38 000 inhabitants, who are notable for their impulsive nature, as well as for their courage and perseverance. Small and light, with an almost southern liveliness, they are from childhood accustomed to roam along the dizzy slopes and are equally at home rowing on the turbulent Fjord.

From Bergen steamers run five times a week along the Sognefjord, and twice a week there is an express boat, both ways. On the other parts of the Fjord local steamers also

run in regular services between Lærdalsøren, Gudvangen, Flaam, Balholm, Fjærland and Vadheim.

Starting from Bergen the steamer skirts the bare mountainous coast of Nordhordland between small islands and rocks to Alverstrømmen (Alversund). Thence it proceeds to

Skjerjehavn (67 Km. from Bergen) (Schreuder's Hotel), where once a week it corresponds with the steamer from Nordfjord. (To Nordfjord there is no direct correspondence, nor with any of the coasting steamers.)

From Skjerjehavn the course is made to Eivindvik on the Gulafjord (quarters at Sandahl's), where the Gulating (court) was held in the Middle Ages. Further on, we reach Dingen, where the Sognefjord commences. To the north lie the Sulen Islands, the northern sentinels of the Sogne Sea, the broad estuary of the Sognefjord. Sygnefest lies a little further up the Fjord, and to the left is Lervik (Viken) on the Bøfjord (quarters at Lervik Hotel), with Brekke on the south side. Thence we steam on to Lavik (Kvammen's Hotel) and past Tredal, Torvund, Aakre and Bjordal, in the Fuglesetfjord, to

Vadheim (141 Km.). Here the inner and prettier part of the Sognefjord commences. (From Vadheim a main road leads through the Søndfjord to the Nordfjord. See Route 24.) The steamer then calls at Kirkebø, Høyanger with a big waterpower station and aluminium factory, and Maaren, and, sometimes, Lonefjord and Kvamsøen, at other times Ortnevik on the south side. On either side the mountains rise steeply for about 3,000 feet as we proceed to Sylvarnes (sometimes to Framfjorden, where there is a talc mill), and Arnefjord and skirting the north side of the small island of Kvamsøy presently reach

Vik (178 Km.), opposite Balholm, on the other side of the Fjord (1 hr. by steamer, 2 hrs. by rowing boat). Hopstock's Hotel and Rivedal's Hotel. This is a charming place for a prolonged stay, and possesses two interesting old Churches, one of stone — Hove Church — and one of wood — Hoprekstad Church. The latter, which is the largest "Stave" Church of its kind, is ornamented with magnificent wood carvings and has a pretty reredos, while in Hove Church an old ship model hangs down from the roof. About 2 hrs.' excursion. In 1922 a part of the place was burned down.

From here mountain paths lead through *Mørkedalen* to Vinje in Voss, and to Stalheim (page 196).

From Vik we proceed past Vangsnes, where the Ex-Emperor William II has erected a statue of the legendic hero Fridthjov. We then cross to the northern shore and coast along the smiling Balestrand to

Balholm or **Balestrand** (186 Km.), which has a most inviting situation and is much frequented, especially by artists. Hotels: Kvikne's, rebuilt in 1913, especially adapted for a prolonged stay; Kvammen's. Good sea bathing may be had here.

Many excursions may be made from Balholm, especially to the pretty Esefjord, Vetlefjord and Sværefjord (from whence a mountain path leads through the Svære Pass to Søndfjord), also to Vangsnes (see above), noted as the scene of Tegnér's Fridthjov's Saga, a beautiful legendary poem, the English translations of which have made it well known in England and America. Several motor boats are to let.

From Balholm we proceed by steamer or motor boat up the well-known Fjærlandsfjord, with grand mountains on either side. To the left are Menæseggen, Harevoldsnipa, Melsnipa and Jordalsnipa, and to the right Storhaug, Trodalseggen and Rommehesten, ranging from 5,000 to 7,000 ft. in height. The inner part, where the snow-fields of the Jostedal's Glacier cover the landscape, is especially magnificent. 2 Km. before arriving at the end of the Fjord, to the left, we see our next point of call,

Fjærland or **Mundal** (26 Km. from Balholm; 1½ hrs. by steamer, 2¼ hrs. by motor boat). The steamer coming from Lærdal, Flaam and Gudvangen, sometimes returns in the forenoon, and at other times in the afternoon. Hotel Mundal; fine views from the verandahs and the tower. From here there is an excursion, which can be highly recommended to the

Fjærland's Glaciers. Of the two, the Bøja and the Suphelle Glaciers, the former is the prettier and the more generally visited, but both may be included in the one excursion. We can take a motor car right up to the Suphelle Glacier, and to the Bøja Glacier (Restaurant). To the Suphelle alone must be reckoned two hours there and back and to the Bøja about the same time. The Bøja Glacier has the likeness of a continuous ice stream from the mountain side to the bottom of the valley, and although it reaches so far down as 525 ft. a. s.,

one gets the impression of mountain scenery. The vegetation in the immediate surroundings is poor, but a number of rare plants are to be found here. The Suphelle Glacier lies only 195 ft. a. s. and for that reason the temperature varies considerably and the surrounding vegetation is very interesting. Arctic plants, usually found at considerable altitudes only, are here in contact with lowland flowers, while in the fall of the year the traveller apparently passes through the seasons of spring, summer and autumn, as he notices one plant near the glacier just flowering and another a few paces onward, in a warmer spot, bearing fruit. It is an imposing sight to see the pieces of ice rush down the steep mountain sides and become crushed to dust, then freezing together in one lump. The excursion is well worth taking.

From the Suphelle Valley a good path leads across to *Veitestranden* in *Hafslo* 7 hrs.' walk., whence a motor runs down the *Veitestrand Lake,* from whence we can proceed on foot or by cart to *Hillestad,* half way between Sogndal and Marifjæren (see page 199).

Another path leads across the *Jostedal's Glacier* to *Lunde* in *Jolster* see page 208, and this tour is often made by pedestrians, as it is a short cut across to the Nordfjord and offers a great deal of interest. We first drive to *Bojadn* (1½ hrs., and then have a 6–8 hrs.' march across the glacier, followed by an hour's motor boat trip to *Skei* in Jølster. The Norwegian Tourist Club has made a road on both sides of the glacier, and both crossings as well as the descent to Lunde, are magnificent. Guides may be had in Mundal Hotel.

A number of other interesting tours may be made from Fjærland, of which full particulars may be had from the proprietor of the hotel.

From Fjærland the return to Balholm is made by steamer or motor boat in the same way, and we then proceed eastwards past Tjugum Church and across to Feios. On the north side is the Kvinnafoss, which is very high, but contains little water. Next we come to the charming Systrand with big fruit gardens, and reach

Hermansverk and **Leikanger** (193 Km. from Bergen), ½ hr. apart by rowing boat, the steamers calling at one or the other alternately. At Leikanger: Leikanger Hotel. Among many excursions to be made from here are the following:

(1) The ascent of Skrikfjeldet (4,350 ft.), with a magnificent view of the Jotun Mountains from the summit, is recommended. The tour takes about 8 hrs.

(2) A 2 hrs.' walk may be taken to Korehullet, a wonderful cave in the mountain.

(3) There are several memorial stones and other objects of historical interest in the neighbourhood, many of them

from the days of King Sverre, who continually waged war with the Sogn people.

(4) The farms of Slinde, Nornes and Fimreite, between Hermansverk and Sogndal, are of special interest, more particularly the last, where King Sverre conquered Magnus Erlingsson in 1184. There is good fishing and sometimes bear hunting in the neighbourhood.

The steamer continues its course along the Sogndalsfjord, passing Stedje, where the shores are lined with big fruit gardens, and next arrives at

Sogndal (215 Km.). D. Danielsen's Hotel, Hofslund Hotel, new, 5 minutes from the pier. The neighbourhood is charming, and equally interesting historically with Hermansverk. An attractive tour may be made to the farm Stedje, mentioned above, where there are two tumuli, and on the way, near the Church, we pass a Runic stone, with an inscription, of which the following is a translation: "King Olav shot from between these stones". The ascent of Nuken, 6 hrs. up and down from this point, is also recommended.

The beautiful landscapes in this district, which, owing to the somewhat infrequent steamer connection is still but little touched by the tourist traffic, make Sogndal an excellent place of stay for those who are in search of quiet, rural enjoyment.

From Sogndal there is a motor car route to *Fortun* (70 Km.), which can be recommended. First to *Marifjæren* (31 Km.), then to *Døsen* (Lyster) (52 Km.), and on to *Skjolden* (62 Km.), whence to *Fortun* (70 Km.).

Another magnificent tour is to *Jostedalen*, 70 Km. This follows the above route to a little beyond Marifjæren, where it turns up the *Jostedalen Valley* past *Jostedalens Church* to *Kroken. Jostedalens Tourist Hotel* near the *Nigard Glacier*. See also Marifjæren, page 199.

The steamer returns from Sogndal out into the Sogndalsfjord and crosses the main Fjord to Fresvik (Bøthun's Hotel). From here excursions may be made to the Fresvik Glacier, the Huldrefoss, the mountain peak Huldrekirken, and Grygraholi (two round holes in the mountain).

We now come into the Aurlandsfjord, on our right being the Nærøfjord, one of the most magnificent Fjords in Norway, with wild and imposing surroundings. The steep mountains on either side of the narrow fjord rise ruggedly to a height of from 4,000 to 6,000 ft., and innumerable picturesque waterfalls tumble down their sides. The view now opens grandly as we reach far-famed

Gudvangen (237 Km. from Bergen). Hotels: Hansen's; Vikingvang, belonging to the landlord of Stalheim. The

mountains surrounding Gudvangen are so lofty and contiguous that the rays of the sun do not reach the bottom of the valley between October and February, and the vibration of the salutes of the tourist steamers, which often lie in the harbour, has the semblance of a park of artillery. Stone avalanches are of common occurrence in the winter and spring, and for this reason the houses are generally built under the shelter of huge boulders. Opposite Gudvangen, on the other side of the river, the Kilefoss comes rushing down the mountain, from a height of 2,000 ft., but it contains but little water.

Gudvangen to Voss.

From here the well-known route, the most frequented in Norway, leads across country past Stalheim to Voss. Conveyances should be ordered in advance. Motor cars are now run up to the Stalheim's Cleft.

The road leads through the Nærødalen, one of the most magnificent valleys in the country, surrounded on all sides by imposing mountains, of which Jordalsnuten (3,600 ft.) is the most prominent. After having driven for about ½ hr. the foot of the Stalheim's Cleft is reached, from whence the road ascends the mountain for about 1,000 ft. in 16 windings. The higher one gets the more glorious the scenery becomes, and on reaching the top a most wonderful panoramic view of the whole of the valley is spread out. A still more awe-inspiring effect is experienced in coming from Voss, as on reaching the summit from the other side one is amazed by the wonderful view which suddenly opens before one. To the right in going upwards the Sivlefoss is seen and to the left the Stalheimsfoss. The ascent should be made on foot, if posting, as the ponies have sufficient exertion in pulling the empty conveyances up the long, steep hills. At the summit of the hill lies the well-known

Stalheim Hotel, 15 Km. from Gudvangen and 36 Km. from Voss. The hotel was burnt down in 1902, but rebuilt and enlarged in 1913. As it is apt to be full, rooms should be ordered in advance. From the hotel balconies a splendid view is obtained of the valley and the surrounding mountains, most notably in the afternoon light. From Brekkenipa (3,800 ft.), 3 hrs. up and down, the view is, if possible, still more magnificent. Another interesting trip is the walk along the steep mountain path Naalene, which leads to Jordalen.

From Stalheim a mountain path leads to *Vik* in Sogn (12 hrs. see page 191, and another across to *Fresvik*, at the mouth of the Nærofjord (12 hrs.). Pretty scenery. See page 194.

Between Stalheim and Voss (and between Voss and Eide) there is now a regular motor car service (2 hrs.).

The road from Stalheim to Voss first traverses a fir wood, and then skirts the pretty Opheim's Lake. The road then commences to descend through a narrow valley to

Vinje on the Vossestrand, 29 Km. from Gudvangen and 14 from Stalheim. Quiet hotel in smiling surroundings, surrounded by high, light-grey mountains.

From Vinje a path leads across the mountains to *Vik* in Sogn (see page 191). The first 10–12 Km. can be driven on a good road along the *Mørkedals Lake* to *Mørkve*, from whence a guide and pony may be had to Vik. The last part of the road from *Refsdal* may again be driven. It is the intention to build a railway from Vinje through to Vik.

From Vinje the road leads through fine scenery down the valley and along the river past the Aasbrekkefoss and the pretty Tvindefoss (2 minutes from the road) to

Tvinde, 10 Km. Small but pleasant hotel, well adapted for a prolonged stay. Good fishing in the river near the station.

The road then follows the river past Lønefoss down to the pretty Lønevand and the Melsvand, the shores of which are followed, and thence downwards past the Rognsfoss (1 Km. before arriving at Voss) and through the parish of Vossevangen to

Voss, 12 Km. For description of Voss and the railway journey to Bergen and to Oslo see Route 13, page 130. For the tour to Eide and Ulvik see Route 21, pages 183 and 186.

Travellers going from Voss to Stalheim or Gudvangen should if possible order conveyances in advance through one of the tourist offices at Bergen or Oslo. Motor cars run through to Stalheim.

From Gudvangen the steamer returns through the Nærofjord and rounds the sharp point of Bejtelen, when, to the left, high up in the mountains, are seen small farms, which seem almost impossible of approach. The next call is at Aurland, where good fishing may be had (Ellend Vangen's Hotel), the scenery much resembling that of the Nærofjord. From here can be made the ascent of the Blaaskavlen (5,900 ft.), 6 hrs. up, and the scenery up

the Vassbygden and on to Hallingdal (see page 127) is very fine. Another short stretch brings us to

Flaam (237 Km. from Bergen). Fretheim's Hotel, much frequented. From here the mountains may be crossed to Gudvangen. Guide essential.

Flaam to Myrdal.

From Flaam a new, but already famous, road leads up the Flaam's Valley to Myrdal Station on the Oslo—Bergen railway. With respect to grandeur and interest the road can well bear comparison with almost any route in Norway, and can even vie in beauty with the Nærødal and the Stalheim's Cleft. Conveyances are to be had at the hotels and should be ordered in advance through one of the tourist offices. Time 3½—4 hrs.

The road leads 3 Km. up the valley to Flaam's Hotel and thence 1 Km. to Flaam's Church, where the ascent commences. It then leads past the Flaamsgjuvet, where is a pretty waterfall, and up the Leinagjelet (wild and imposing) and past the pretty Rjoandefoss. Traversing a level road through the charming Flatedal, we then again ascend, and note to the left the Almegjelet, a narrow cleft with a water-fall rushing through it. Still upwards, the road being cut through the rocks, which project at a great height, we presently cross a bridge over the pretty Hogabrofoss, and then gradually ascend the Gjeithusberget to Berekvam, which lies halfway between Flaam and Myrdal. Here is Berekvam Café, where refreshments may be had. The position is magnificent and the scenery very imposing. 5 minutes from the café is the Berekvamgjelet, a deep ravine, which is worth seeing, as also the wonderful caldrons, close by. The road then continues up the Melhusgjel and through the Melhus Tunnel, 100 metres long, having traversed which we note the railway line, towering high above us. A flat road brings us to Kaardal, where we cross the Kaardalsfoss, and proceed along a zigzag road in nineteen windings up to the cross road leading to Vatnahalsen (1 Km. from the cross road), 19 Km. from Flaam. Vatnahalsen Hotel, well adapted for a prolonged stay. Vatnahalsen is situated 2,600 ft. a. s. and enjoys in spite of its situation and surroundings a very mild climate. The view of the Flaam's Valley from the hotel is in the very highest degree imposing. Among the various excursions may especially be

mentioned the ascent of the Tarven (5,300 ft.), which is not difficult and may be performed in 8—9 hrs. up and down. Another excursion is by train to Hallingskeid and from there back by a level road to Vatnahalsen 4 hrs.). See Route 13, page 129. The walk to the Kjosfoss (3 Km. there and back) may also be noted. From Vatnahalsen various chalets may be visited.

From Vatnahalsen a 15 minutes' drive or 20 minutes' walk brings us up to

Myrdal (20 Km. from Flaam). A station on the Oslo—Bergen line, see Route 13, page 129. The Station Restaurant serves cold and hot courses.

Travellers going from Myrdal down the Flaam Valley should, if possible, engage conveyances in advance through one of the tourist offices at Oslo or Bergen. Time 2½—3 hrs.

From Flaam the steamer returns through the whole length of the Aurlandsfjord into the main Fjord, and calls at Frøningen on the south shore at the foot of the mountain Bleia (5,650 ft.). Passing a fine pine forest, we proceed to Amla (Husum's Hotel) on the northern side of the Fjord. Here we must note Sogn's National Museum, which is well worth visiting, and among the old houses here is the well-known Vardehytte, which has recently been removed from Vetenaasi near Lærdal and re-erected and is said to be the oldest wooden building in the country. The view of the Fresvik Glacier is very pretty, and close by lies the beautiful Kaupanger, whence a road — 6 Km. in length — leads to Sogndal (see above).

The steamer then enters the Lærdalsfjord and soon arrives at

Lærdal (230 Km. from Bergen). From the pier it is about 15 minutes to the hotels, whose proprietors generally send conveyances to meet the steamers. A description of Lærdal and the routes thence to Oslo across the Filefjeld or through Hallingdal is given in Route 10, page 111, and in the Routes 11 and 12.

From Lærdal the steamer retraces its course along the Lærdalsfjord and turns to the right into the wild and bleak Aardalsfjord, soon arriving at

Aardal (28 Km.), 2 hrs. by steamer from Lærdal, or 5—6 hrs. by rowing boat. At Jens Klingenberg's, to the right of the bridge, quarters. Klingenberg is a clever guide. Extensive industrial works for utilizing the waterfalls are being erected at the Tyinfaldene near Farnes at the

eastern side of the Aardal's Lake. The falls can develop 100,000 horse power.

For the tour from Aardal to the Vettisfoss and through the Jotunheim to Tyin and Nystuen see Route 8, page 97.

In returning the steamer sometimes calls at Offredal on the north side. We then turn by the right into the Lysterfjord, the innermost branch of the Sognefjord, and traversing the left shore find ourselves at

Solvorn (28 Km. from Lærdal, 2 hrs.). Hotel Solvorn. From Solvorn there is a good drive to Hillestad (4 Km.), where the road between Marifjæren and Sogndal is joined (see below under Marifjæren).

By using a motor boat up the *Veitestrand Lake* several glaciers may be seen in a day's excursion, and from the upper end of the Lake a path leads across to Fjærland (see page 193).

On the other side of the Lyster Fjord lies the interesting Urnes Church, a venerable old "Stave" building with beautiful carvings, probably built in 1090 A.D.

Noting the very beautiful Feigefoss, and passing Kroken, with its fine elm forest, we steam to the left up the Gaupnefjord, and arrive at

Marifjæren (36 Km., 3 hrs. from Lærdal). Tørvi's Hotel. Three old churches may be seen within a short distance — Fett, Joranger and Gaupne.

From Marifjæren an excellent road leads across to Sogndal (page 194). To Hillestad (8 Km.), and thence past the Hafslo Lake to Sogndal (14 Km.). The road leads along the river Aarø, one of the best salmon rivers in Norway, in which fish up to 68 lbs. have been caught. The Helvedesfoss and the Futespranget are worth noticing and the whole tour can be highly recommended.

From Marifjæren to the Jostedal's Glacier is another very fine excursion. We first proceed to Rønnei (3 Km.), where quarters may be had at J. Molland's. If the night is not spent there one should get on to Alfsmo (11 Km. from Rønnei, 2 hrs. from Marifjæren), and thence along a new road to Sperle (10 Km.), close by Jostedal's Church. Quarters at the sheriff's. Kroken (11 Km.) is our next point if the Nigar Glacier (Jostedalen's Tourist Hotel) is to be visited, or we can proceed to Faaberg (18 Km.); quarters in Faaberg's Hotel. Descriptions of (a) the Jostedal's Glacier; (b) the crossing to Stryn; and (c) the crossing to Skjaak, will be found below.

(a) The Jostedal's Glacier (6,800 ft. a.s. at its greatest height, with an area of 855 square Km.) is the largest and grandest glacier in Europe, with no less than twenty-four projecting branches running down into the valleys, which form its borders. In many cases these may be ascended without difficulty, but there is always some amount of danger attaching. The principal branches in the Jostedal Valley are, to begin with the lowest, the Tunsbergdal, about 22 Km. from Rønnei, for which we turn to the left after having passed the first brook of any size above Rønnei. Next comes the Nigar Glacier, very beautiful and characteristic, about 11 Km. above Jostedal Church. It is seen from the road (1½ hrs.' walk from this), and for a description of the excursion from Marifjæren see above. Then comes the Bjørnesteg, smaller than the Nigar Glacier and about 17 Km. above the Church, and finally the Lodal's Glacier and the Faabergstøl Glacier, lying close to each other in the upper part of the valley. From Jostedal's Church to Faabergstølen takes about 2½ hrs. From here to the two last mentioned glaciers the distance is 6 Km.

(b) From Faaberg to Stryn in the Nordfjord. Guide and porter are engaged for Greidung (55 Km.). 13 hrs.' march. The walk first includes an hour's ascent through a very difficult district, and then the party are tied together by ropes, the walk being thus continued for 5 hrs. Then comes an hour's walk through the snow, followed by a rather difficult descent to Greidung. From thence half an hour's walk brings us to Ordalsanden on the Stryn Lake, whence a new road leads to Hjelle. See Route 24.

(c) From Faaberg to Skjaak. First day from Faaberg to Møsbotten, the first chalet in Skjaak; about 44 Km. Second day to Sota Sæter (Tourist Station) and on to Mork, the first farm in Skjaak, 22 Km. Quarters. Thence 6 Km. bridle path to Flekkøi on the main road between Otta and Geiranger. See Route 7, page 88.

The steamer continues northwards along the shores of the fjord to

Lyster (Døsen), 44 Km. from Lærdal. Quarters at Døsen's. Dale Church, with a magnificent porch and fresco paintings of the sixteenth century, which have been restored. The Jostedal's Glacier may be reached from this

point, but from Marifjæren is the better way. The route to the Jostedal leads up the Daledalen, a pretty valley with a peculiar and rapid ascent, affording from the heights a magnificent view. There is only a bridle path, which at some places is very steep. The road is joined at the farm Myklemyr, not far from the posting station Sperle near Jostedal's Church (see above). At Døsen is Lyster Sanatorium for consumptives, 1,700 ft. above the Fjord, to which a road leads.

The steamer now makes its way to the end of the Fjord and arrives at

Skjolden (49 Km. from Lærdal). Quarters at John O. Galde's on the other side of the river. 12 Km. from Skjolden (5 Km. driving and the remainder on a bridle path) lies Aasæt Tourist Hut (3,300 ft. a. s.), where boarders are received. There is a magnificent view of the Horunger Mountains, and good fishing may be had.

For tours from Skjolden into the Jotun Mountains see Route 8, page 98 and following.

Route 23.

From Bergen to the Søndfjord and Nordfjord by Steamer.

The Fjord District of the old Firdafylke, now generally called Søndfjord and Nordfjord, is a very extensive one on the north side of the Jostedal's Glacier, occupying the north-western portion of the Diocese of Sogn and Fjordane, and from here, in the ninth century, sailed out on their adventurous journey, the discoverers and first inhabitants of Iceland, which afterwards became an important appanage of the Norwegian crown. On the large islands outside, the first Bishops of Western Norway had their seats. The Fjords have at different times been the scene of extensive fisheries, and the sea has in many ways been the source of much wealth, while inland there are many broad valleys and high mountains with enormous glaciers, some of them among the grandest that Norway can boast.

The Nordfjord District was for a long time very difficult of access, but now an entire change has taken place. It and Søndfjord are now in close and regular connection with Bergen by a service of steamers, while both districts are traversed by fine roads, the new one across to Gudbrands-

dalen — and partly also to the Bergen Railway — making the approach from Eastern Norway very easy and practicable.

The distance from Bergen to Loen and Olden, at the head of the Nordfjord, is 289 Km., which is accomplished in 22—32 hrs.

From Bergen there are regular steamer connections four times a week with Nordfjord and three times with Søndfjord. In addition to this service, local steamers run up the inner part of the Nordfjord by regular routes between Sandene, Visnes, Loen and Olden.

The overland route from Bergen through the Søndfjord to the Nordfjord, etc., will be found in Route 24.

From **Bergen** the steamer follows for 60 Km. virtually the same route as that to Sogn (see page 191), and we then find ourselves at

Skjerjehavn (67 Km. from Bergen), (Schreuder's Hotel), where the steamer from Nordfjord corresponds once a week with the one to Lærdal. (From Lærdal there is no direct correspondence.) The course then lies through the Sognesjø, outside the mouth of the Sognefjord, past the Sulen Islands, the Steinsundholmen and Naasen, and through the Krakhellesund, and then by varying routes past the high mountains of Alden (1,500 ft.), which are also called the Norwegian Horse. Soon comes

Askvold (119 Km.). Quarters. Here the steamer bound for the Dalsfjord turns off, and passengers going by that route have sometimes to go in rowing boats.

The Dalsfjord. From Askvold to *Bygstad (Lunde's Hotel)* in the inner part of the Dalsfjord, a pretty, although not particularly imposing Fjord, the distance is 29 Km. From Bygstad we can drive to *Langeland* or *Sande* on the main road between Sogn and Nordfjord. See Route 24, page 207.

From Askvold the steamer continues northwards and after a couple of hours turns past the pretty island of Svanø into the Førdefjord, calling at Naustdal (quarters at Gundersen's, the postmaster) and thence proceeding to Førde at the head of the Fjord. Førde lies on the route between Sogn and Nordfjord (see page 207), and the landscapes are wilder than those in the Dalsfjord.

The steamer now proceeds northwards to

Florø (155 Km.). 1,400 inhabitants. Hotels: Victoria, and Frk. Salomonsen's. Calling place for the coast steamers. Telegraph station.

Leaving Florø, the steamer proceeds between several large islands, among pretty scenery, and then crosses the Frøi-

havet, a short open stretch, to Kalvaag, which lies on Frøien at the S.W. point of the large, wild island of Bremangerland, which is penetrated by numerous Fjords. The waterway now narrows considerably, as we reach the imposing and almost perpendicular mountain Hornellen (3,000 ft.). Sætrenes, on the island of Vaagsøen, is then passed and the journey continued through the sound to

Moldøen (Maaløy) (200 Km.), at the mouth of the Nordfjord, which is also a calling place for the coast steamers, and possesses a telegraph station. Hagen's Hotel.

From Moldøen the steamer turns into the Nordfjord up to Rugsund (Rugsund Hotel), on an island near the mouth of the Fjord. Thence it crosses the Fjord to

Bryggen (208 Km.). Bryggen Hotel.

From *Bryggen* a good carriage road leads across to *Aaheim* (20 Km.), from whence there is a steamer once a week to *Aalesund*. See Route 24.

Running further into the Fjord, Daviken, amid smiling surroundings, is reached, and we then round the small mountain Svartekari and steam past Dombestein, on the south side of the Fjord (very rainy place) to Kjølsdal on the north side, thence traversing the Eidsfjord to Staaheim (posting station), whence a road 15 Km. long leads across to Nordfjordeid. The next call is at

Naustdal (230 Km.).

From Naustdal a carriage road leads across *Bjerkedalseidet* to *Volden*. *Smørdal* (10 Km.) and *Bjerkedal* (14 Km.), *Strømshavn* (10 Km.), where a boat can be taken across the Fjord to *Rødset* in *Volden* (10 Km.), then journeying by steamer to *Ørstenvik* and *Aalesund*, a very pretty route. Telegraph station at Volden.

After Naustdal the steamer continues its course up the Eidsfjord, at the end of which lies

Nordfjordeid (238 Km.). Telegraph station. Hotels: Sætre's, Yri's, and Spangberg's.

From Nordfjordeid there is a road to *Nor*, on the *Hornindal's Lake*, 7 Km., whence a steamer runs to *Kjøs*. See Route 24, page 209. Another road leads to *Naustdal*, 15 Km., and across to *Volden*. See above.

Retracing the Eidsfjord, we pass round Havnnes, and cross to Isene on the southern side, thence running up the Aalfoten Fjord to Møklebust. The scenery now becomes more imposing, the views throughout the whole extent of the Fjord being very charming. On the south side is seen the lofty mountain of Gjegnalunden (5,800 ft.), on the summit of which lies the Gjegnalund Glacier, with the steep waterfalls of the Øksendal's River, little known, but well worth noting. The next call is at

Hestnesøren (245 Km.), at the entrance to the wild and rugged Hyenfjord. Quarters at Øvregaard's. Once a week the steamer goes up to Hyen at the top of the Fjord.

From Hestnesøren the steamer turns round Kvitenes into the smiling Gloppefjord, on the west side of which are Skeishesten, Rauvasshornet and Eikeneshesten. Rygg, on the right side of the Fjord, is very interesting. Thence the course lies to

Sandene or **Gloppen** (260 Km.), the terminal station for the main road between the Sognefjord and the Nordfjord, Route 24, page 209. Hotels: Sivertsen's and Gloppen. From Sandene there are good opportunities for excursions, notable among which are those to Rysdalshorn (5,000 ft.), Rygg (Gimmestad) Church (400 years old), and to the Eidsfoss waterfall.

Retracing the Gloppefjord, we pass Vereid Church and round the point of Andenes to Rysfjæren, and then steam past Henne and Hopland, through increasingly pretty scenery to

Utviken (268 Km.). This is also a terminal station for the route between Sognefjord and Nordfjord. (Route 24). Utviken Hotel. The surrounding landscape is very pretty. The steamer then proceeds to Indviken, where the Præstedal comes down, and we cross the Fjord and pass Blaksæter to

Faleide (275 Km.). Hotel Faleide. A road leads from here across to Hellesylt and Visnes (see Route 24). We now round Hestøren and run up the Strynsfjord to

Visnes in Stryn (283 Km.). Hotel Visnes and Hotel Stryn. This is the starting point for the route along the Stryn Lake to Grjotli, and the Gudbrandsdal, and to the Geiranger, and also through the Hornindal to Hellesylt and Øie (Route 24). From here one can drive to Loen (10 Km.), to Olden (18 Km.), to Faleide (9 Km.), to Hellesylt (61 Km.) and to Øie (76 Km.).

Travellers, who are not bound for Grjotli, etc., are recommended to make an excursion up the Stryn Valley as far as Videsæter, as the tour includes some of the finest scenery in Norway and can be made in about 12 hrs. We first drive to Mindresunde (12 Km.), and then proceed on a new road along the Stryn Lake to Hjelle and Videsæter, where dinner is taken. In the afternoon the return is made by the same route, as described in Route 24, page 211. An excursion to the upper end of the Strynsvand is also worth making.

Leaving Visnes the steamer calls in ½ hr. at

Loen (290 Km.), between which and Visnes a new and excellent road has recently been made (see above). Hotel Alexandra, in a pretty situation. Sea trout and salmon fishing in the river. Trout-fishing in the Loen Lake.

Loen to the Kjendal's and Bødal's Glaciers.

A favourite excursion from Loen is to the Loen Lake and the Kjendal's Glacier, 6—7 hrs. Half an hour by a good carriage road, or an hour on foot, brings us up to Vassenden on the Loen Lake, whence we go by steamer or rowing boat up the lake (11 Km., 1 hr. by steamer, 2 hrs. by rowing boat), and then by a 5 Km. cart road (1½ hrs.' walk) up to the glacier. The landlord of the Alexandra Hotel has erected a pavilion at the upper end of the lake, where dinner and refreshments may be had. In January, 1905, an enormous rock fell into the lake, creating a tremendous wave, which swept away the farms at Ytre Nesdal and Bødal, and caused the death of sixty-one people, while several hundred horses and cattle perished, the damage being estimated at Kr. 100,000.

From here one can get across to Bergsæter in the Jostedal, 10—12 hrs.

Another equally pretty excursion is that to the Bødal's Glacier (8—9 hrs.). The Kjendal's Glacier route is followed as far as Bødal, on the Loen Lake, when we turn on to a bridle path leading to the Bødalssæter (5 Km., 2 hrs.). The situation is splendid, and magnificent views may be obtained, including seven branches of the Jostedal's Glacier. Half an hour on foot, along a fatiguing path, brings us to the Bødal's Glacier, the starting point for ascending the Lodalskaupa, the highest mountain in Western Norway (7,000 ft.). From here there is also a crossing to Faaberg in the Jostedal (see Route 22, page 200).

The nearest mountain peak to Loen which can be ascended, is Skaala (6,400 ft.), and the excursion, which takes about 9 hrs., is not difficult, although somewhat fatiguing for inexperienced pedestrians. On the summit a stone hut is erected, where the night may be spent, if necessary.

From Loen there is an easy crossing through the Fosdal to Hjelle (4—5 hrs.). See Route 24.

Olden (290 Km.) is a half-hour's steamer journey from Loen, and a new road (9 Km.) has also been constructed.

Yri's Hotel is on a height (8 minutes from the pier), and the view therefrom towards the lakes and glaciers and over the Fjord is splendid. The hotel has lately been modernised. Salmon fishing in the Olden River is free to the guest of the hotel, and trout fishing may be had in the Floen Lake, 2 Km. drive.

Olden to the Brigsdal's and Melkevold's Glaciers.

The well known and magnificent excursion to the Brigsdal Glacier, one of the finest in Norway, is made from here, 7—8 hrs. being reckoned for the return journey. We first walk or drive about 5 Km. to Eide on the Olden Lake. Thence a steamer or rowing boat takes us up the lake (11 Km.) past Ceciliekrone (6,000 ft.) and the Melkevold's Glacier to Rustøen, where a restaurant has been built. From Rustøen a cart road (7 Km.) leads up to the farm Brigsdal, where quarters may be had. The proprietor of Yri's Hotel at Olden has also built a restaurant here, where 180 persons may be seated. From the farm there is a path to the glacier, involving a walk of about an hour. This is one of the finest glaciers in Norway.

A most enjoyable excursion may also be made up the Melkevold's Glacier to the three peaks, named by the well-known mountaineer Mr. Slingsby, Onsdagsfjeldet, Larsnebba and Middagsnebba, all being about 6,000 ft. a. s. The glacier is difficult to cross, being much obstructed by huge boulders.

Route 24.

From Bergen to Molde overland through Søndfjord, Nordfjord and Søndmøre.

The overland route between Bergen and Molde is renowned for its beauty, and from valley to valley tourists stream year by year to admire its grand succession of splendid views, competing one with the other in beauty. From Vadheim via Førde, along the Jølster Lake and through to Sandene or Utviken in Nordfjord, the road winds through beautiful landscapes, and Søndfjord affords, especially at Førde, a charming picture of broad and smiling valleys, where the luxuriant woods alternate with the well-cultivated stretches. In Jølster the mountains tower up higher and steeper, and the enormous glaciers commence to protrude

from the side valleys; and in Nordfjord the imposing grandeur of nature increases, with the three inner valleys of Olden, Loen and Stryn and their charming mountain lakes, forming a magnificent centre. The trip over Søndmøre, to the Geiranger or the Hjørundfjord, is also enchanting in its wild and imposing scenery.

Bergen to **Vadheim** by steamer, 141 Km., 6—11 hrs., is the first portion of the journey. See Route 22, page 191. Vadheim Hotel and Trædal's Hotel, close by the pier.

From Vadheim the journey is made by motor car. Conveyances may be had at the hotels and should be ordered in advance through one of the tourist offices.

Immediately on leaving Vadheim an exceedingly pretty and wild gorge is traversed, and then a new and good road leads through the Vadheimsdal to

Sande, 16 Km. Sivertsen's Hotel, well suited for a prolonged stay. Good trout fishing. The river Gaula passes just by the hotel, near which are several pretty waterfalls.

From here a level carriage road leads across to *Bygstad* in Dalsfjord (15 Km.), called at by the Søndfjord steamers to and from Bergen. See Langeland below. There is also a pretty road along the *Viksvand* (14 Km. in lenght) to *Vik's Church,* from whence a crossing can be made to *Fjærland* in Sogn (see page 193).

From Sande the road continues through pretty landscapes up as far as Myrmæl and then to the right through a small, well-cultivated valley. We then traverse a bleak region along the western shores of the Skilbreivand, noting the Kvamshesten (4,500 ft.), Lillehesten (3,000 ft.) and other mountain peaks towards the west and presently arrive at

Langeland, 11 Km.

From *Langeland* there is a carriage road to *Bygstad.* The *Hestenfjeld* towers up perpendiculary some 4,600 ft. as we go. *Bygstad* is a calling place for the steamers plying between Bergen and Søndfjord, the journey to Bergen taking about 12 hrs. See Route 23, page 202.

There is a good, new road up the mountain (1,135 ft.), and thence winding attractively down to

Førde (Søndfjord), 11 Km. Telegraph station. Hafstad's Hotel, close by the road with charming surroundings. From Førde, 25 minutes from the hotels, a steamer runs three times a week to Bergen (Route 23, page 202). A horse fair is held at Førde in June, when some splendid specimens of the hardy, wiry little Nordfjord ponies may be seen. Pedestrians intending to go from Førde to Nedre Vassenden, should bear in mind that they must take the

left of the two roads on arriving at Mo Agricultural School.

At Førde the road bends off to the right, then leading through woods and well-cultivated fields, and along the shore of Mo Lake, which is crossed by a bridge at Sunde. To the right is the small but perpendicular Huldrefoss, and we then traverse several woods and skirt the river Jølstra to

Nedre Vassenden, 20 Km. Vassenden Hotel, prettily situated.

The road now leads round the Jølster Lake, past Jølster Church, Aalhus and Hegrenes, at the last of which Baron Audun Hugleikssøn (Hestakorn) lived in the thirteenth century. Thence on to

Skei, 23 Km. from Nedre Vassenden. Hotel Skei. Pleasant place for a few day's stay, with good fishing.

A pretty excursion can be made from here up the *Kjøsnesfjord,* an arm of the Jølster Lake, and thence to the *Lunde Glacier,* an arm of the Jostedal's Glacier, the scenery being among the prettiest on the route. 1 hr. by motor boat to Lunde and thence 1 hr.'s march to the glacier and back. Experienced pedestrians may walk across the *Jostedal's Glacier* and down to *Fjærland* in Sogn, 8 hrs. See Route 22, page 193.

There is also a new road to *Aamot* (19 Km.) in *Starheimsdalen,* where *Daniel Aamot* has erected an hotel, from which a path leads across the *Brigsdal's Glacier* in Olden, a 6 hrs.' walk. Guide necessary.

Between Skei and the next station *Egge,* the old road, which is now hardly ever used, bends off to *Førde* (Gloppen), 9 Km., whence a motor boat may be taken up the *Breimsvand* to *Red,* 12 Km., and to *Vassenden* See below.

A new road leads off through the Vaatedal, a narrow, wild and magnificent valley, up to

Egge, 14 Km. Hotel Egge. An excursion may be made from here to the Myklebust Glacier and the Sandalsfoss (15 Km.).

Driving along the shores of the Bergheimsvand, and crossing a bridge, the road divide, and we have the choice between the old, very steep and fatiguing road to Utviken, and the new, level and comfortable high-road to Sandene. The latter is generally preferred and the motor cars always go this route.

The old road passes the farm *Moldestad,* and ascends to a height of about 660 ft., the ascent being so steep and the road so bad that it is necessary to walk at some places. From the summit of the road the scenery is wild and dreary, but later on, as we begin to descend, the view is magnificent, and those who do not mind walking will be amply repaid for their exertions. The descent to the Fjord is somewhat steep to begin with, but later on it becomes more even and the road leads in pretty windings down to *Utviken,* 26 Km. See page 204.

The new high road bends off to the left and leads down to the Breimsvand, and through the smiling, wooded valley to

Red, 12 Km. (see above under Skei). Gordon Hotel. From here we proceed by a big curve along the shores of the lake on an excellent road, in many places hewn out of the solid rock, to Vassenden (8 Km.); and thence to

Sandene or **Gloppen** in Nordfjord, 14 Km. See Route 23, page 204. Hotel Gloppen, 5 minutes from the pier; Sivertsen's Hotel, a little further up. Sandene is called at by steamers to and from Bergen and by the local boats in the inner part of the Fjord. Conveyances may be had at the hotels and can be ordered in advance through one of the tourist offices.

The route is now continued from Sandene (or Utviken) by steamer along the northern shores of the Fjord to

Visnes (Stryn), 4 hrs. Hotels: Stryn and Visnes. See Route 23, page 204.

From Visnes, whence there is a good road to Loen and on to Olden, one has the choice of two routes to Søndmøre — either through the Hornindal to Hellesylt and Geiranger, or via Stryn and Grjotli to Geiranger. The latter route is now generally preferred on account of its superb scenery, but it must be remembered that the road across Grjotli is, as a rule — on account of snow — not available for traffic before June 20.

To Hellesylt and Geiranger. The old road from Visnes leading to Hellesylt and Øie, can certainly not be compared to the Stryn route, described below, but, nevertheless, it affords some exceedingly fine scenery, so that no one would regret making the tour. Motor cars run both to Hellesylt and Øie.

From Visnes the road goes round the inner part of the Fjord and along its shore, gradually ascending to a considerable height, with beautiful views of the snow-covered mountains.

8 Km. from Visnes a side road leads down to *Faleide* (9 Km. from Visnes); see Route 23, page 204.

The road continues in windings up the mountain to Langesæter (850 ft.), from whence there is a magnificent view, and thence descends to

Kjøs, 21 Km. from Visnes. Small station, prettily situated on the Hornindalsvand (26 Km. in length).

From Kjøs cross the *Hornindalsvand* to *Nor* in Eid (23 Km. or continue by motor car along the lake and on to *Nordfjordeid* 51 Km. from Visnes. See under Grodaas, below.

Proceeding further along the shores of the lake, at the foot of a steep mountain (K j o s h a m m e r e n) and through magnificent scenery we presently reach

Grodaas, 7 Km. Convenient quarters at G r o d a a s H o t e l near the water.

Pedestrians are strongly recommended to make the tour across the mountains to *Bjerke,* in the innermost part of the Hjørundfjord. We first drive from Grodaas to *Haug* (10 Km.), thence proceed on foot to *Haugsæter* (5 Km.) and up to the *Tusse Lake,* which we row across, a half-hour's walk beyond bringing us to descent to the Hjørundfjord. The whole tour down to *Bjerke* takes 5—6 hrs. Guide necessary.

At Grodaas a route also bends off to *Nordfjordeid* and *Volden,* whence we take steamer across the *Hornindalsvand* to *Nor* in Eid (25 Km.), or go by motor car round the shore, and thence continue to *Nordfjordeid* (7 Km.) and on to *Rødset,* on the *Voldenfjord* (see Route 23, page 203).

From Rødset we can row or take steamer to *Førde* in the innermost part of the *Østerfjord* (18 Km.). Quarters at *Didrik Maan's.* From here a high road leads to *Nordre Kaldvand* (8 Km.), and thence to *Bjerke* on the Hjørundfjord (15 Km.). Bjerke is called at by the steamers from Aalesund.

From Grodaas the journey is continued past H o r n i n d a l's C h u r c h, by a hilly road, affording a fine view of the H o r n i n d a l s v a n d and of the well-cultivated district, and we next reach

Indre Haugen, 9 Km. Small station, from which H o r n i n d a l s r o k k e n (5,300 ft.) can be ascended with a guide in 10 hrs. up and down. The excursion to the H o r n i n d a l s s æ t e r takes 8 hrs.

From here the road passes through somewhat dreary scenery, with the Hornindalsrok on the left hand, and then crosses the H o r n i n d a l's R i v e r, from whence there is also a wild, but picturesque bridle path along the T u s s e L a k e to the Hjørundfjord (5—6 hrs.). See above under Grodaas. The next point is

Kjelstadli, 6 Km. (1,430 ft. a. s.), a small station, with very mountainous surroundings. The H o r n i n d a l s r o k may also be ascended from this station in 6 hrs. up and down. From Kjelstadli to Hellesylt leads continually downhill, and in half an hour's walk, at the farm T r y g g e s t a d, the road branches off through the N e b b e d a l and the N o r a n g d a l to Ø i e.

Travellers who undertake this magnificent detour drive direct from Kjeldstadli to *Fibelstadhaugen,* 14 Km., then to *Øie,* 13 Km., and from thence back to *Fibelstadhaugen,* 13 Km , and then on to *Hellesylt,* 10 Km. See page 214 Hellesylt to Øie.

At Tryggestad the road crosses to the left side of the river, which rushes through a narrow gorge far below, intersected by numerous waterfalls. The view expanding, the Storfjord comes into sight, the road winding down-

wards and crossing the waterfall, which rushes down into the fjord, affording a magnificent and imposing display, as we drive on to

Hellesylt, 13 Km. Grand Hotel on the pier. We are now at the end of the Sunnelvsfjord, a branch of the Storfjord. Salmon and trout fishing may generally be had, and there is a motor boat to let.

From Hellesylt the excursion to the Dønnefoss, a drive of 2½ hrs. there and back, may be recommended.

For route from Hellesylt to Øie in the Norangfjord see page 214.

The steamers between Aalesund, Søholt and Geiranger call at Hellesylt almost every afternoon on their way to Geiranger and every morning in returning. The tour through the Geiranger Fjord takes about 1½ hrs. A description of the Geiranger Fjord is given on page 213.

To Grjotli and Geiranger. From Visnes the road leads through pretty landscapes along the banks of the river Stryn up the valley to the Stryn Lake, thence a short stretch along its shores, by and by crossing to

Mindresunde, 11 Km. From here one can continue by motor car on a new road finished in 1923 which runs along the southern side of the lake to Hjelle. The scenery is most impressive.

A steamer plies several times a day up the beautiful Alpine-like *Stryn Lake* (16 Km. in length), 1 -1½ hrs. Leaving Mindresunde the *Marsaafoss* is seen on the left, rushing down the mountain and above it soars the *Marshydnatoppen* peak. We then see to the right the *Jostedal's Glacier* and the *Tindefjeld* with *Yngvar Nielsen's Peak* and the *Tindefjeld Glacier* at its foot. The *Skaala,* near Loen (see page 205) is a notable point, and on the left is seen the pretty *Glomnesfoss.* The boat stops at

Hjelle, at the N. E. corner of the Stryn Lake, 14 Km. from Mindresunde. Hotel Hjelle, prettily situated close to the quay. Several mountain expeditions may be made from here.

From here there is a crossing over the *Jostedal's Glacier* to *Faaberg* in Sogn. See Route 22, page 200.

From Hjelle the road leads via Grjotli to Geiranger and via Grjotli to Otta in Gudbrandsdalen. Motor cars run daily on both routes.

The road leads up the magnificent Hjelle Valley through a comparatively flat landscape to

Skaare, 7 Km., and we then journey further up the pretty Skjæringsdal to the Gjøl Bridge, some 300 feet above the Skjæringsdal's River. From here a

mountain path leads across to Djupvasshytten (see below). Thence long windings take us up to

Videsæter, 8 Km. (15 Km. from Hjelle). Here the well-known mountaineer Rasmus Skaare has built an hotel, where lodgings may be had. From it a magnificent view may be had of the valley and the mountains and the glacier on the other side of the Stryn's Lake, which in grandeur is probably not surpassed by any scenery in Norway.

From Videsæter we proceed up the Via Valley past Skytja Glacier to the right (1 hr. from the road) and, still ascending, skirt the shores of the charming Langevand, into which the Tystig Glacier falls. We then pass the southern end of the Heilstugu Lake (where the highest point of the route, 3,700 ft. is reached) and skirting its shores, pass Skriulaupen, and gradually descend to

Grjotli, 28 Km. Hotel Grjotlien. The Skriulaupen may be ascended in 8 hrs. up and down.

Here the road branches off through Skjaak, Lom and Vaage to Otta in Gudbrandsdalen (Route 7).

From Grjotli the road leads along the northern shores of the Breidal's Lake (8 Km. in length), and past several other small lakes, and then crosses the border of the dioceses of Opland and Møre (19 Km. from Grjotli). Stavbrekken on the Djupvand, the highest point of the road (3,500 ft. as marked by a stone), is soon reached, and 5 Km. further on, at the western end of the lake lies

Djupvasshytten, 24 Km., small place, especially suited for dining at. Here we can see the source of the river Otta, which issues from the glacier to the left, and from a small brook grows into an important river bisecting the whole of South Norway, and falling into the sea at Fredriksstad, jointly with the river Glommen.

From Djupvasshytten a mountain path leads across the *Grasdalsskar* and through the *Skjæringsdal* to *Stryn*. A heavy 5 hrs.' march to *Gjølbroen* (4 Km.), whence high road to *Hjelle*. See above.

About ¼ hr.'s drive beyond Djupvasshytten we note a sign, pointing down to a Jættegryde (caldron), 8 ft. in diameter, and 12—14 ft. in length, lying a few yards from the road.

The Geiranger Mountains are now well in evidence and before the descent to Geiranger a magnificent panoramic view is obtained, the enormous heights of the peaks and the rugged mountain sides creating an overwhelming impression. The road is a masterpiece of engineering skill,

hardly surpassed by any other in Norway, and by continual, steady windings curves down the mountain side, the landscape increasing in beauty as we approach the bottom of the valley. The distance from the top to the bottom is 17 Km., but only 4—5 Km. as the crow flies. The river in descending to the Fjord is continually cut off by the zigzag road, which gives the impression of passing one waterfall after another. In nearing Geiranger we pass on the left the Flydalsjuv (Knuten), where the Tourist Club has built a fenced-in platform, from which a grand view may be had. This is a favourite place of excursion for tourists, who visit Geiranger by steamer and whose time does not allow them to go further up. The excursion takes 1½—2 hrs. About 5 minutes' walk from the view — in a commanding situation 1,000 ft. above sea — is the small Hotel Udsigten, where quarters may be had.

Geiranger (Merok), 17 Km. Ten minutes' walk before reaching the bottom of the valley is the Hotel Union, prettily situated on a height affording a magnificent view of the Fjord.

2½–3 hrs.' excursion from Geiranger is a fine waterfall, called the Storsæterfoss, and several mountain peaks, from which grand views are obtainable, may be ascended from here. There is also a road along the Fjord to the farm Grande, a walk of about 2 hrs. there and back.

Travellers bound for Otta or Stryn should, if possible, arrange in advance for conveyances through one of the tourist offices. Motor cars run on all the routes.

From Geiranger steamers run daily to Aalesund and Molde, calling at Hellesylt (see above), Stranda and Søholt. Between Geiranger and Hellesylt there are also motor boats, which run regularly every day.

Among all the magnificent Fjords of Søndmør none can be compared to the Geiranger Fjord, with a wildness and magnificence that cannot be excelled. Sogn may have higher mountains, but even here they tower up to 5,500 ft., and the stupendous peaks and the rugged mountain sides make an impression fully as overwhelming as that of Sogn. But "nature can be hard", and no part of the country is so visited by avalanches. In the winter and early spring hollow sounds are heard from the mountain sides, presaging the fall of the avalanches, the waves created by their descent into the Fjord being so tremendous that the effect is perceptible all the way to the Sunnelvsfjord. Of the many waterfalls in the Geirangerfjord The Seven Sisters are of especial interest, rushing down the mountain side in seven

different branches, hence their name. The volume of the water varies considerably and occasionally one of the "sisters" disappear for some time.

As the steamer turns out of the bay from Geiranger it passes below a mountain called Prækestolen (the pulpit) and then runs up the Sunnelvsfjord to

Hellesylt, 21 Km., 1½ hrs., a description of which and of the tour to Visnes will be found on page 209.

Hellesylt to Øie in the Norangfjord (27 Km.). This is a splendid drive on a good road through the wild and magnificent landscapes of the Nebbedal and Norangdal and can be made in 1 hr. Conveyances should be ordered through one of the tourist offices.

The main road to Kjelstadli is followed for a distance of 5—6 Km. as far as the farm Tryggestad (see page 210), where we branch off to the right into the Nebbedal, an amphitheatre of wild, rugged mountains, in the centre of which lies

Fibelstadhaugen, 12 Km. Hotel Norangdal. From the Nebbedal we proceed through the narrow Norangdal, a wild and imposing valley, surrounded by high mountains and crowded with brooks and tarns as well as huge boulders displaced by the avalanches, which often occur, as well as by mounds of snow, which are never touched by the rays of the sun; the whole forming a scene which can never be forgotten. In 1908 a tremendous stone avalanche, the largest ever known in Scandinavia, took place here, and entirely blocked up the valley, so that the road had for a great part to be rebuilt. After a couple of hrs.' drive from Fibelstadhaugen we reach

Øie, 13 Km. Quarters at the Hotel Union. From here the Slogjen (7,300 ft.) may be ascended in from 6—9 hrs., affording a magnificent view from the summit.

If the journey from Øie is not continued by steamer, a rowing excursion should be made into the Norangfjord as far as Leknestangen (6 Km. or 3 hrs. there and back). At Leknes the grandeur of the Hjørundfjord, one of the most magnificent Fjords in Norway, can be fully appreciated.

Steamers run almost daily between Øie and Aalesund (3 hrs.).

Øie to Ørstenvik in Ørstenfjord. From Øie the journey can be continued by steamer several times a week across the Hjørundfjord to *Sæbø*, 10 Km. ½ hr., or by rowing boat 2 hrs. . *Rise's Hotel.* Thence a good road with pretty scenery leads to

Vatne in Volden, 20 Km. (pay for 25, and 24 the reverse way). $3^1/_2$—4 hrs., whence we get on to

Ørstenvik, 10 Km., $1^1/_2$ hrs. *Ørstenvik Hotel*, splendidly situated. *Saudehorn* can be ascended from here in 6 hrs. up and down, a grand view being obtainable from the summit.

Between Ørstenvik and Aalesund steamers run several times a week (3 hrs.).

From Hellesylt the steamer turns out of the pretty Sunnelvsfjord and crosses the mouth of the Geirangerfjord, after which the course is set northwards and into the Norddalsfjord to

Sylte in Valdalen, 37 Km. from Hellesylt, 47 Km. from Geiranger. Hotel Sylte. This is the starting point for the tours across the mountains to Romsdal, Tafjord, Geiranger and Grjotli.

To the Romsdal the tour is made in the following manner. First comes a good driving road to *Fremmergrøning*, the last farm in *Valdalen* (23 Km.), where quarters may be had at *Ole Johan Fremmergrøning's*, who is also guide across the mountains and supplies conveyances to Sylte for those coming the reverse way. The road is continued about 2 Km. beyond Fremmergrøning as far as *Nedre Stølsæter*, from whence two paths lead off, one down to *Aandalsnes* (9 hrs.) and the other to *Ormeim* (12 hrs.). See Route 6, page 85. On both routes two brooks must at present be waded, but a new road is being made.

The steamer continues its course from Sylte down the Storfjord to

Søholt or **Ørskog**, 43 Km. from Sylte. Telegraph station. Hotel Søholt, on the left side of the road in going from the pier, is a large and much frequented establishment. The herring fishing here in July and August is worth seeing, and the place, which has a splendid situation, is one at which a couple of days may be pleasantly spent. The best views in the neighbourhood all within a radius of a couple of Km., are Haukaas, Stenholt, Lie and Nybo. Good fishing may be had in the neighbouring lakes and there are several pretty waterfalls along the river, notably the Dynjafoss, the Storfoss and the Kvenhusfoss. Of mountain expeditions that to the Lifjeld Mines past Skodje Church may especially be recommended, while the Velle Valley (22 Km.), with Strømsenshorn and the glaciers are well worth a visit. The drives to Vaksvik and Sorte are also pretty.

From Søholt we can row across to *Søvik* (7 Km.) and then drive to *Aure* on the *Søkelvsfjord*, thence proceeding up the *Søkelve Valley* and back to Aure. The scenery here is among the prettiest in the district of Søndmør. Quarters may be had at *Hotel Aure* and *Hotel Søkelven*. Steamers or motor boats run daily to and from Søkelven.

Another pretty tour is by steamer or motor boat from Søholt to *Ramstad*; thence taking conveyance to *Nysæteren* and down the magnificent *Velle Valley* to *Aure*, then taking motor boat to *Øie* or returning to Søholt.

The carriage road between *Søholt* and *Aalesund* is a follows: *Flaate* (13 Km., *Rødset* (13 Km.), and *Aalesund* (14 Km.). Motor cars run on this route. Aalesund is described below.

From Søholt to Molde there is a choice of two routes, (a) Posting to Vestnes and thence steamer to Molde, or (b) Steamer via Aalesund to Molde.

(a) To Vestnes and Molde: The drive takes 1½ hrs. From Søholt the road ascends considerably for a stretch of about 10 Km. and continues through pretty scenery across the charming Ørskogfjeld, on the plateau of which is a hut where refreshments may be had. Thence we proceed downwards to the Tresfjord and along its shores to

Vestnes, 30 Km. Hotel Vestnes. From this point there is regular daily steamer connection with Molde (1 hr.) and Aandalsnes in the Romsdal (3—5 hrs.). Should we miss the steamer from Vestnes to Molde, we can row across in a couple of hrs. (12 Km.) or take a motor boat.

(b) Steamer via Aalesund to Molde: Leaving Søholt the steamer continues westwards down the Storfjord, surrounded by the magnificent scenery of the wild and lofty mountains. We steer between numerous small islands to

Aalesund (37 Km. from Søholt, 3—4 hrs). 15,000 inhabitants, the capital of Søndmør. It is a progressive town, with a considerable fishing trade and export of butter. It was totally burnt down in the winter of 1904, but has now been re-erected and naturally has the appearance of a modern town. The harbour is sheltered from the sea by a mole. Aalesund is a calling-place for all the coasting steamers between Bergen and Trondhjem and local boats run from here to Molde, Romsdal and most of the Fjords in Søndmør. Hotels: Scandinavie, Victoria, and the Mission Hotel. Tourist Office: Bennett's.

From the park, which lies on a hill, there is a pretty view of the town and the harbour, also from the summit of the Fløifjeld, or, as it is also called, Aalesundsakslen, to which a magnificent road has been built. (Refreshments.) The descent may be made on the opposite side. In the park a stone has been erected in memory of Ex-Emperor William II for his liberal help during the conflagration and there is also a statue of Rollo, a donation from the municipality of Rouen. Many

historical remains are found in the neighbourhood. The drive to Borgund Church (½ hr. each way) may be recommended.

From Aalesund there is daily steamer connection with Molde (70 Km., 3½ hrs.), affording a pretty run between the numerous islands, the approach to Molde being especially fine.

Molde, 3,000 inhabitants, is considered the prettiest town in Norway in respect to site. It lies cosy and well sheltered by high hills from the north winds and the view of the snow-clad peaks of the Romsdal and Sondmør is a sight not easily forgotten. Surrounded as the town is by luxurious vegetation the landscapes has a smiling and attractive appearance, and seems to invite one to tarry for a while. It is a calling place for all the steamers between Bergen and Trondhjem and during the summer months is continually visited by large foreign pleasure yachts.

Hotels. Alexandra, near the pier, lately modernised with baths. Frk. Aarø's Hotel, Hotel Phoenix, and Hotel Bondeheimen. Tourist Office: Bennett's. Post and Telegraph in the main street.

There is Sea Bathing at the Bathing House, 5 minutes outside the town, beyond Alexandra Hotel.

Walks. Rækneshaugen Park lies on a hill right above the steamer pier, and a splendid view may be had therefrom of the town and its surroundings, the Fjord, and the numerous wooded islands and rocks, as well as of the magnificent mountain panorama, which surrounds the town in a half circle. In the pavilion on the summit, a plan, showing the mountains and their names, has been placed. A band plays now and then. The tour up and down takes ¾ hr. In the western corner of the park is erected an old Norwegian farmhouse from Sondmør as well as another old house containing antiquities, and at the entrance is a small bust of the poet Alexander Kielland, who was governor of the diocese of Romsdal. Storlien, 1 hr.'s walk. Beautiful view of the town and suburbs. Restaurant.

Varden is a fine hill about 1,500 ft. high at the back of the town (from which the weathercock on the top may be seen), and is reached by a 1½ hrs.' walk, along an excellent path through fine fir woods. The view southwards is very similar to that from Rækneshaugen, but more extensive and more impressive. To the west is seen Hustadviken (the open stretch of sea between Molde and Christiansund), and on the north and east mountain landscapes with peaks, lakes, valleys and woods fill the view. A refreshment hut lies three-fourths of the way up, and at

the summit, near the weathercock, is a hut, the key of which may be had by application at the hotel.

Molde Church is well-known for its pretty reredos, a painting by Mr. Axel Ender, representing the women at the Grave.

Excursions.

1. The Fanestrand is reached by a pretty motor car drive of about 1 hr. along the shores of the Fanefjord through an avenue, 7 Km. in length, consisting of hazel, birch and mountain ash. A number of small villas have been built along the road, which leads to Battenfjordsøren, and is much used by travellers going to Trondhjem, who wish to avoid the bad stretch of open sea across Hustadviken. See Route 25, page 222.

2. Troldkirken. This is a curious cave, which goes 50 metres into the mountain side, and is 30 Km. via Julset, of which the last 4 Km. must be made on foot. 8—10 hrs. must be reckoned for the excursion, or 3—4 hrs. by motor car. Part of the road (through the Aarø Valley) is hilly.

3. To Skarevand, 12 Km. We proceed by the same route as for Troldkirken as far as the Aarø Valley, where we branch off, the last 5 Km. being made on foot.

4. The Julsund's Road is a new road along the Fjord through exceedingly pretty scenery with views of the approach to Molde and of the Romsdal Mountains. Excellent driving and motor car road, 1 hr.'s excursion. This tour, as well as tours Nos. 2 and 3, can be combined with a tour to Fræna (3—4 hrs.).

5. Tusten is a mountain peak 2,000 ft. a. s., N. E. of Molde. The path has been staked up. 5—6 hrs.' excursion.

6. Excursion among the islands in the Fjord and to Hjertøen, which lies right in front of the town. Rowing boats and motor boats may be had from the hotels. 1 hr.'s excursion.

Among the more extensive excursions from Molde, beside the tour to the Romsdal, which is described in Route 6, page 85, one that may be especially recommended is to **Erisfjord** and **Eikisdal.** This is a tour occupying from 2—3 days, and is warmly recommended to those who can afford the time, as the Eikisdal with its magnificent scenery is far too little known.

The quickest and best way of reaching the Eikisdal is to take the steamer direct from Molde to Nauste at the farther end of the Erisfjord (5—6 hrs.). This runs

several times a week. The road, which is also very pretty, can be driven in a motor car as far as Eidsvaagen (55 Km., see Route 28), and on to Nauste (19 Km.). The valley is here broad, fertile and well cultivated and surrounded by fine forests.

From Nauste the mountain *Skjorta* (6,000 ft.) may be ascended without difficulty in 11 hrs. up and down. The panoramic view from the summit is very extensive, as the Galdhøpig, the Glittertind and other mountains in the Jotunheim can be seen in clear weather, notwithstanding that the distance is about 120 Km. The Snehætta on the Dovrefjeld, 60 Km. distant, and many other mountains can also be seen, as well as the sea right away to Christiansund.

A pretty and generally made excursion is that from Nauste to the Eikisdal's Lake, by a good, level road leading up the valley to Øveraas (8 Km.), where lodgings may be had. From Øveraas a steamer goes up the lake several times a week to Reitan (19 Km., 2 hrs.). The view from the lake is wild and magnificent, and about half way along we pass the remarkable twin falls of Mardalsfossene, which, however, look better seen from the shore. The Norwegian Tourist Club has erected a pier at Mardal and built a path up to the falls.

Reitan Hotel, about 200 metres from the steamer pier, has a splendid situation, with a fine view from the verandahs of the surrounding mountains, and is especially adapted for a prolonged stay. Good fishing. From the hotel an hour's walk by a good path leads to the Mardal's Falls.

From Reitan a cart road continues as far as *Finset*, 11 Km., from whence there is a bridle path to *Aursjøen* and the stations between Mølmen and Holsbrækken in the Gudbrandsdal (see page 82). There is also a mountain path from Reitan to *Ormeim* in the Romsdal (see page 83). 8—10 hrs.' walk.

Another path, a very difficult one, leads across to *Aandalsnes* in the Romsdal viâ *Grøvdal*, *Hen* and *Sten* in the *Isfjord*. Sten is called at by the steamers between Molde and the Romsdal, 5—6 hrs.' heavy walk to Grøvdal, and thence a cart road (10 Km.) leads to *Hen's Church* and down to the pier at Sten.

For a description of the journey from Molde through the Romsdal and Gudbrandsdal to Oslo see Route 6, to Trondhjem or Bergen by steamer, Route 25, to Trondhjem through Nordmør, Route 27, and to Trondhjem through the Sundal, Route 28.

Route 25.

From Bergen to Trondhjem by Steamer.

The distances given below are in Norwegian sea miles and reckoned from Bergen. 1 sea mile is equal to 7.42 Km., or about 4½ English miles. The time given is from place to place.

The sea route is the shortest connection between Bergen, Molde and Trondhjem. It can certainly not in any way be compared with the overland route for fine and varied scenery, but it is an attractive tour, comfortable, and above all things, quick. The voyage from Bergen to Molde is made in 19—22 hrs. and to Trondhjem in 32—38 hrs., while the overland tour cannot be accomplished in less than 4 days.

For the greater part of the journey the steamer makes a course inside the islands, with the exception of a couple of places; one, at Stat, just before arriving at Aalesund, where the steamer goes out to sea in order to round the point (taking 2—3 hrs.), and the other across Hustadviken, between Molde and Christiansund, a stretch of open sea, which takes 3—4 hrs. to navigate. This latter, however, may be avoided by driving overland from Molde to Battenfjordsøren and thence taking a local steamer inside the islands to Trondhjem (see below), which does not delay the journey to any great extent.

Mail boats leave Bergen for Trondhjem and vice versa almost every evening. There are ten calling places on the way, which are, however, not all stopped at by all the boats. The majority of the steamers are comfortable and the fare good, but as a rule it is difficult to get berths, especially at the height of the season. They may, however, be ordered through one of the Tourist Offices, and this should be done several days in advance.

In addition to the mail steamers the Bergenske Steamship Company has a special tourist steamer, the "Meteor", which runs into the various Fjords on its way from Bergen to Molde. Besides the "Meteor" the Company has also a boat, the "Irma", which during the season runs via the Fjords to the North Cape and afterwards a trip to Spitzbergen. Special pamphlets for these tours have been issued and may be had at the tourist offices (see Route 31 and 32). The Nordenfjeldske Steamship Company has also two first class steamers, "Haakon VII" and "Dronning Maud", which during the season run from Bergen via the North Cape to Kirkenes and back to Bergen calling at Lyngenfjord, Trollfjord, Raftsund and Torghatten.

The voyage starts from Bergen at the Fæstning's Pier, and the route followed in greater part that to Sogn and Søndfjord and Nordfjord as far as Moldøen. (See Route 22 and 23 respectively.) After leaving the old and very interesting harbour of Bergen, the steamer passes between Askøen and the main land and continues northwards between rocks and small islands until after 3 hrs.' steam we cross the mouth of the Sognefjord and thence run through quiet waters to

Florø (20 miles, 8 hrs.). 1,400 inhabitants. Hotels: Victoria, and Frk. Salomonsen's. Florø is a connecting point for the steamers between Bergen and Sønd- and Nordfjord (see Route 23).

Continuing along the inside of the many mountainous islands, and crossing the open Frøifjord, the surroundings become wild and magnificent and the mountains increase in height, while the islands and rocks, forming a natural breakwater against the sea, make the tour most enjoyable even in stormy weather.

The steamer now passes immediately under the steep walls of the mountain Hornellen (3,000 ft.) and then enters the Skaatestrøm, after which we call at

Moldøen (Maaløy) (27 miles, 3 hrs.). Hagen's Hotel. Here the local steamer turns into the Nordfjord (see Route 23).

The course is continued northwards through the Ulvesund and soon afterwards we skirt the high, wild and unprotected coast round Stat, where the sea makes itself felt. Thence we cross the Vannelvsgabet and traverse the Bredsund to

Aalesund (42 miles, 8 hrs.), described in Route 24, page 216.

The route from Aalesund between the pretty islands and the main land with the Søndmor and the Romsdal mountains ind the background is most charming, and especially the approach across the Moldefjord to

Molde (51 miles, 3 hrs.). Description of Molde and surroundings will be found in Route 24, page 217.

Molde to Christiansund and Trondhjem via Battenfjordsøren. Travellers to Trondhjem, who are not good sailors, and wish to avoid the open piece of sea across the Hustadviken between Molde and Christiansund, are recommended the following route.

From Molde we drive or take a motor car along the enchanting Fanestrand (see page 218) through an avenue of trees to Hjelset (18 Km.) or can take the steamer direct from Molde to Hjelset (1½ hrs.). Here the

road turns off northwards and ascends gradually to the plateau of the Furusetfjeld (1,000 ft.), from whence there is a fine view on to Battenfjordsøren. We then proceed for some distance along a level road and afterwards through fine scenery past the posting station Furuset down to Battenfjordsøren (19 Km.). Strand's Hotel. The tour takes about 5 hrs. by carriage and $1\frac{1}{4}$ hrs. by motor car.

Conveyances may be had at the hotels in Molde and should be ordered in advance through one of the tourist offices.

From Battenfjordsøren the steamer plies every day through the quiet and interesting inside passage to Christiansund (2 hrs.) and to Trondhjem ($10\frac{1}{2}$ hrs.).

The coasting steamers between Molde and Christiansund first steer in a westerly direction, then northwards through the Julsund, and after passing the islands of Otterø and Gossen, cross the open stretch Hustadviken, where the sea may often be rough. We then pass Stemshesten, a mountain dividing the dioceses of Romsdal and Nordmør, and Kvitholmen's Lighthouse, soon after arriving at

Christiansund (Fosna) (58 miles, 8 hrs.). 15,500 inhabitants. Hotels: Grand and Central. Tourist Office: Bennett's.

Christiansund is built on four islands, Kirkelandet, Nordlandet, Indlandet and Skorpen, between which small launches maintain a connection. On the first mentioned island there is a pleasant park. The fishing trade of the town is one of the biggest in the country. The large reservoirs, to which the water is drawn from all parts through channels, are surrounded by a park, on the road to the highest point of the islands, Varden (250 ft., $\frac{1}{2}$ hr.) and well worth seeing. A tower, bearing the dates 1742—1892, erected in memory of the 150 years' existence of the town will be found here. Round Kirkelandet is 1 hr's. walk.

The three magnificent but too little known Nordmør Fjords, the *Sundalsfjord*, the *Surnafjord* and the *Vinjefjord*, also called the *Hevnefjord*, lie near Christiansund. Steamers several times a week.

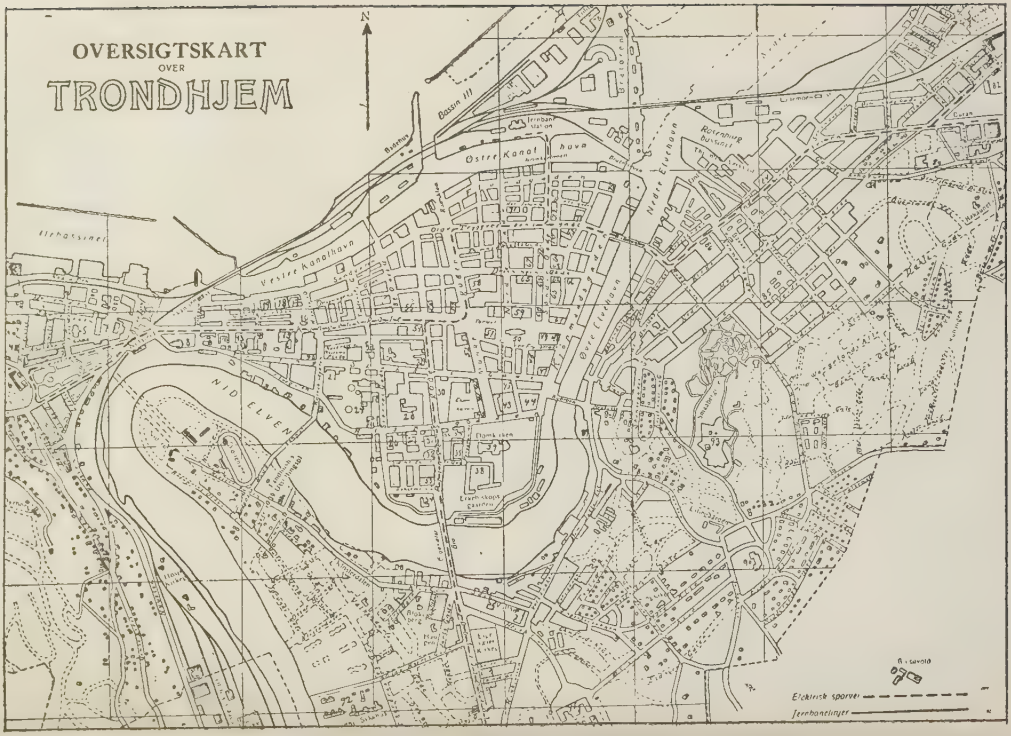
The *Sundalsfjord* (68 Km. in lenght) offers the most magnificent mountain scenery. From *Opdøl*, which is called at by the steamer, we can drive to *Nerdal* (2 hrs.), from whence it is $1\frac{1}{2}$ hrs.' walk to *Inderdal* (quarters), a mountain valley surrounded by magnificent glaciers and peaks, the neighbouring lakes being attractive and full of trout. From Inderdal the *Troldheimen* may be visited; a new field for tourists, somewhat similar to the Jotunheim, but only fit for pedestrians. The path leads northwards to *Kaarvatn* in the *Todal Valley* (5 hrs.). See below.

The *Surnafjord* has a more smiling character and at the extreme end of the Fjord is the pretty *Todal*, a mountain valley, from the upper end of which at *Kaarvatn* the wild and steep *Neaastigen Path* leads through the narrow *Neaadal* to *Troldheimshytten* (8–9 hrs.). The hut lies in the beautiful *Foldal* valley (1,650 ft. a. s.) and is surrounded by several high peaks: the *Snota* (5,400 ft.), the *Troldhætta* (5,280 ft.), the *Svarthætta* (5,000 ft.) and the *Blaahø* (5,350 ft.). It is the centre for excursions in *Troldheimen*. Southwards across the *Mellemfjeld* and *Blaahø* to *Golvaakersæter* on the *Gjevil Lake* (7—8 hrs.), whence cart road to *Opdal* (22 Km.). Another route southwards through the *Foldal Valley* to *Vassendsæter* (quarters) on the *Gjevildvatn Lake* (6—7 hrs.), and thence on to the farm *Storli* (2 hrs.), from whence there is a road to *Lønset Church* (22 Km.). See Route 28. Eastwards a path leads to *Aa* in the Meldal (10–12 hrs.); see page 231, and northwards to *Rindalens Church* in the *Surna Valley* (8—9 hrs.); see page 231. Quarters at *Børsets Hotel*.

The overland route between Christiansund and Trondhjem viâ Sundalsøren and Surna is given in Routes 27 and 28.

From Christiansund to Trondhjem the steamer runs almost exclusively through quiet water and attractive scenery, first across the Talgsjøen (a small piece of open stretch) then inside the low and naked Smølen and the big island of Hitteren (565 square Km.) through Hittersundet, and afterwards through the Trondhjemsled to Beian (quarters) at the southern point of the district of Ørlandet. We then run eastward past Agdenes to Selven, where some of the steamers correspond with the steamers from Trondhjem northwards. The Trondhjemsfjord is then traversed, past the old estate of Østraat and the well-cultivated Rissen, where the large wooden building of the Reinskloster may be seen on a hill just before reaching

Trondhjem (80 miles, 10 hrs.). For description of Trondhjem and Environs see Route 26, page 225.


OVERSIGTSKART
OVER
TRONDHJEM
N
Østre Kanalhavn
Vestre Kanalhavn
NID ELVEN
Elektrisk sporvei
Jernbanelinjer

Section III.

Northern Norway.

Route 26.

Trondhjem and Environs.

TRONDHJEM, formerly called Nidaros, was founded A.D. 997 by Olav Tryggvessøn, and in A.D. 1150 became the site of the Norwegian Archbishopric. In the Middle Ages the town was one of the most considerable places in the country, and during Norway's economical progress in the eighteenth and nineteenth centuries Trondhjem took a leading part. It is now the third city in the kingdom, with a population of 60,000.

Arrival and Departure. Trondhjem is connected by railway with Oslo and Sweden, the station for both lines lying close to the pier and about 5 minutes from the hotels. To Oslo the journey takes 13½ hrs. (see Route 5) and to Stockholm 24 hrs. (see Route 29).

The coasting steamers moor at Bratøren, at the entrance of the river Nid about 10 minutes from the hotels, while the local boats moor in the inner basin or in the river above the railway bridge.

Hotels. Britannia, Phoenix, Grand, d'Angleterre. Private Hotels: Scandinavie, Hospitset, Mission Hotel, Gimle, Métropole and Standard.

Restaurants. The Hotels, Nidaros, Myhrland's, Idun, Folket's Hus, Kaffistova and Tivoli (Hjorten).

Confectioners' Shops. E. Erichsen's, Marie Odde's Café and Tea Rooms.

Tourist Office. Bennett's. See page 15.

Consulates. British Consulate, Olav Tryggvessøn's Gade 15. No American Consulate.

Post and Telegraph. The Post Office is at Dronningen's Gade 10, and the Telegraph Office at the corner of Kongen's Gade and the Nordre Gade (entrance from Kongen's Gade).

Motor Cars are stationed at the market place, at the Lilletorvet, and a few other places.

Electric Tramway through the whole of the town from east to west and from north to south between the Railway Station and Elgesæter Bridge. Fare 15 Øre.

Baths. Warm baths, Dronningen's Gade. Sea Baths at St. Olav's; admission either across St. Olav's Bridge or by rowing boat from Ravnkloen.

Shops. The best shops lie in Olav Tryggvessøn's Gade, Nordre Gade and its vicinity. The following may especially be recommended:

Furrier: A/S I. N. Bruun. Jewellers: Ole Aas A/S, and Henrik Møller. Optician: H. Iversen. Parfumery Shop: Bruns Parfumeri A/S. Photographical Articles: Thoralf Dahl. Chemist: "St. Olav"s Apotek.

Brewers (Norwegian Ales): E. C. Dahl's Bryggeri Limited.

Walks in the Town. A very pretty one is through Elvegaden and past the new Church of Ilen to Stenbjerget and Aasveien (about ½ hr.), from whence a pretty view of the surrounding country is obtained. Another is from Ilen's Church to the Elster Park and Strandlinien, from whence there is a charming view of the Fjord (about ¾ hr.), while those towards Christiansten and Smaabergene are very interesting.

Tivoli (Hjorten) is only ten minutes from the hotels or by electric tram, and variety entertainments are held every evening at 8 o'clock.

Sights. The Cathedral is by far the most important feature of Trondhjem, and the most interesting and magnificent Church building in Scandinavia, as it is also the oldest. It is open on weekdays from 12—1.30 and from 6—7. On Sundays from 1—2. Admission 50 Øre. At other times by purchasing an admission card at the tourist office or at the booksellers'. The price for 1—2 persons Kr. 2.00 and for 3—8 persons Kr. 4.00. Collection boxes for restoring the building are placed in the Church. A guide is always present to show visitors round.

The old Cathedral of Nidaros was commenced in Roman style, in the eleventh century, by Olav Kyrre, but not finished until the beginning of the fourteenth century, the best period of the Gothic style. In 1328 the Church was burnt down and in 1437 it was again ravaged by a conflagration. It was, however, rebuilt, but misfortunes seem to have persued it, for in 1530 it was again partly destroyed, and since then until 1869 it stood as a magnificent ruin. In 1689 the big tower was blown down and in the years 1708 and 1719 the ruins were ravaged by a fourth and fifth fire. In this way the Church was lying until 1869, when it was resolved to restore it. The work is now so far advanced that the eastern part of the building, the transept, with its imposing tower, is completed, while the restoration of the nave is now progressing. The whole length of the Church is about 350 feet, and it is built of a greenish-grey soap stone, which, on account of its softness, is especially suited for architectural purposes, while it successfully withstands the influence of the weather. The restoration is being defrayed partly by the State, partly by Trondhjem's Saving Bank, and private people, and also by a money lottery, so that it is now only a question of time as to when the Cathedral will stand re-erected in its original magnificence. It is hoped in 1930.

A number of Norwegian kings have been crowned in the Church, the last being Haakon VII, in 1906. Behind the Cathedral lies Erkebispegaarden, formerly a residence of the archbishops, but now used as an armoury. Admission every forenoon 9—2 by paying a gratuity.

Vor Frue Kirke (Our Lady's Church) open daily 10—12 and 5—7. Gratuity expected.

Munkholmen is a fortress lying on an island about 2 Km. from the town in the Trondhjem's Fjord. Motor boat every hour. The building was at first used as a place of execution, but in the eleventh century was converted into a monastery (Nidarholm) on the ruins of which a fortress was built in 1658. The Premier of Christian V, Peder Griffenfeldt, was locked up here for 18 years (1680—98).

Christiansten, a fortress built in 1680, is now used as a fire look-out and saluting battery, and affords a fine view of the town and suburbs.

The Naval Yard ("Marinen") is situated close to the Cathedral, and reached by a pretty walk.

Stiftsgaarden, built about 1775, serves as a residence for the King, when he is in town, and is the largest wooden building in Scandinavia. Admission by applying to the custodian with gratuity.

The Museum in Erling Skakke's Gade contains a rich collection of Norwegian animals, minerals, antiquities and coins, and in the yard is erected an old "Stave" Church from Holtaalen. Open Sun. and Wed. (free), Tues. and Fri. (50 Øre) 12—2. July and Aug. also Mon. and Thurs. 12—2.

The Museum of Industrial Art, corner of Søndre Gade and Dronningen's Gade, is open every day except Monday, from 12—2. Admission 50 Øre.

The Fishery Museum and the Art Union, in the buildings belonging to the Saving Bank, are open every day except Saturdays from 12—2.30.

The Technical High School consists of a number of large buildings at Gløshaugen, about 15 minutes from the market place. It is visible from a long distance. Open every day 9—2 and 4—7 by applying to the custodian. Fee expected.

Excursions.*

1. The Fjeldsæter Hotel is a summer and winter resort, 1,300 ft. a.s. (8 Km.), with magnificent mountain scenery, somewhat similar to that at Holmenkollen, near Oslo. Lunch may be ordered by telephone before leaving the town. Time 25 minutes.

From the hotel a walk may be taken to Graakallen (2,000 ft.), the highest mountain near the town, from whence there is a magnificent view of the sea as well as of the Dovre Mountains and those bordering on Sweden. An important and largely-attended ski-competition is held here every year in February or March.

2. The Graakalbane, an electric railway to Munkvold on the Byaas hill (6 Km.). Every hour from St. Olav's Gade. A good road leads from Munkvold past Haukvandet to Solem. 20 minutes' walk via Ugla to Solem. Restaurant. Beautiful view of the Fjord and surrounding mountains.

3. To the Lerfoss Waterfalls, or, as they are also called, the Store and Lille Lerfoss, which are situated about 6 Km. south of the town. The height of each is about 100 ft., but like most of the large waterfalls in Norway they are now utilised for industrial purposes, and supply electric power for Trondhjem's Electricity Works and tramways. At the lower fall lies Fossestuen, a restaurant built in Norwegian style, where dinners, suppers and other refreshments may be had. Salmon fishing may be had in the river Nid. There is a pretty

* Conveyances may be had through the tourist office or the hotel porters at tariff prices.

view from the verandas. The road continues from Lille Lerfoss to Store Lerfoss. The whole excursion takes 2—3 hrs.

The Lerfoss Falls may also be reached by taking train to Selsbak (15 minutes), from whence they are only 20 minutes' walk. For this excursion must also be reckoned 2—3 hrs.

4. The Biological Aquarium is reached by motor boat from Ravnkloa (10 min.), or one can drive along the Trolla Road. Sun. 12—2. Admission 25 Øre. The Bellevue restaurant close by.

5. To Lade, a stone Church, and to Rotvold Lunatic Asylum, a 2 hrs.' drive.

6. To Reitgjærdet and the Jonsvand. Nice drive along the Jonsvand Lake to Kuset (restaurant) and return via Ranheim and Rotvold. 4 hrs.' drive.

Among the more extensive excursions from Trondhjem the following may be mentioned.

Steinviksholmen. By rail to Langstein, whence ½ hr.'s walk to Steinviksholm, which was erected in 1530, but destroyed in 1564. The ruins are quite interesting. Return same way. See Route 30.

Østraat. Steamer to Brekstad, whence motor car to Østraat (7 Km.), an old, historical castle worth seeing. Return the same way.

Løkken. Steamer to Thamshavn and electric railway to Løkken. Lunch at Orkla Hotel. Return the same way. See Route 27.

Selbu. For this excursion 2 days must be reckoned: Railway to Hell (1½ hrs.), whence motor car to Selbu (1½ hrs.). Or else motor car to Brøttem (2 hrs.) at the western end of the Selbu Lake, from where there is a steamer to Selbu (3 hrs. run) at the mouth of the river Nid. Near here is the resort Marienborg, where quarters may be had. Next day we cross by steamer, motor, or rowing boat to Fuglem, the journey being continued by posting to Hommelviken Railway Station on the Meraker Line, and thence by train back to Trondhjem (see Route 29).

Lisbetsæter Mountain Hotel. By steamer to Thamshavn in the Orkedalen (1½ hrs.), from whence 20 minutes' journey by electric railway to Fandrem. From here there is about 7 Km. of driving road to the hotel, the first half being hilly and bad (see Route 27). The excursion may also

be made by motor car by way of Heimdal and Børsa (2 hrs.). The establishment may be recommended for a prolonged stay.

Route 27.

From Trondhjem overland to Molde through Surnadal.

This route is not as yet much traversed as the means of communication between Surna and Molde are neither so good nor so regular as in other parts of the country. If bound for Molde it was usual to take the steamer via Christiansund to Battenfjordsøren and thence by motor car, while if intending to make for Nordmør the usual method is by steamer from Christiansund to Surna or Sundalsøren. The overland route to Molde is not to be despised, as many fine views may be had on the way. There is now a daily motor car service between Svorkmo and Surna, making the shortest connection. It may be hurried through in a day.

Leaving Trondhjem from opposite the Railway Station by steamer we first pass Munkholmen and Trolla and then, turning at Flak in a S.W. direction, enter the Orkedalsfjord. Just opposite Gjeitstranden, a branch of the Fjord, called Gulosen, into which the Gula River runs, leads off eastwards, and after 1½ hrs.' sail we reach

Thamshavn, the starting point for the electric railway Thamshavn—Svorkmo—Løkken, which was opened in 1908. The largest ships can moor at the quay, close by the station. The small town Orkanger at the mouth of the river Orkla, a little south of Thamshavn. Hotel Orkanger. From here the train is taken in a southerly direction, by the eastern bank of the river Orkla, past Thamshavn Works, and up through the picturesque valley to Svorkmo and Løkken, the former 19, the latter 26 Km. from Thamshavn. The railway carries 1st and 3rd cl. modern passenger cars, and through the large windows the traveller has a beautiful view of the always changing panorama. We shall note the pretty turf-roofed station buildings erected in old Norwegian style. After about 20 minutes' journey Fandrem Station is reached, from whence a hilly road (7 Km.) leads up to Lisbetsæter Mountain Hotel (see page 229), and after another 20 minutes the train reaches

Svorkmo (19 Km.), a small, prettily situated village on the river Orkla. Svorkmo Hotel.

The tour from Trondhjem to Svorkmo can also be made by motor car viâ *Heimdal, Børsen* and *Thamshavn* (3 hrs).

The 7 Km. railway line between Svorkmo and the next station, *Løkken*, form the most interesting part of the journey. The line leads through rocks on the eastern side of the valley, rising about 300 ft. in a distance of only 2 Km., and from the heights the traveller has an extensive view of the beautiful valley with the river at the bottom and the mountains beyond. The journey only takes about 20 minutes, when we find ourselves at *Løkken*, the terminus of the line. *Hotel Orkla.* The celebrated *Orkla Mines,* among the largest in Scandinavia, are near here and well worthy of inspection, while their contiguity has in a short time converted Løkken into quite a small town. From the hills near by we can obtain a magnificent panoramic view of the wooded hills and the snow-covered mountains.

From Løkken or Svorkmo a good, easy road runs through forrests down to *Tøfte* 9 Km.); from Svorkmo to Tøfte 21 Km.). Then up through the *Meldal* in a slight curve to *Aa* (9 Km.), which can be recommended as night quarters. From here there is easy access to *Troldheimen,* where the Trondhjem's Tourist Club has erected a hut (see page 222). The road continues along the river *Orkla* past *Grut,* thence across the river by *Mork Bridge* and on to *Horstad* (16 Km.). Thence we proceed past *Rennebu Church,* after which the road leaves the river *Orkla* and ascends in big windings to *Berkaak* 15 Km.), where it joins the main road and railway from Støren to Opdal (Route 5, page 80).

From Svorkmo there is also a road across the plateau to *Hovin* Railway Station between Støren and Trondhjem (Route 4). The first part of the road is heavy and hilly, but as soon as the summit is reached, it becomes first rate as far as *Krogstad* (17 Km.), where the night is spent. 17 Km. further down is *Hovin,* reached partly through woods and mountain scenery.

From Svorkmo a motor car runs up the Orkla Valley and down the Surna Valley to Surna (71 Km., about 4 hrs.). Places should be secured in advance through the tourist office at Trondhjem.

The road leads up the Orkla Valley to Storaas (13 Km.), whence there is a branch to Tøfte in the Meldal. Further westwards we come to

Garberg, 21 Km. from Svorkmo, the highest point of the route. Quarters. Thence we proceed through the Surna Forest to

Røen, 14 Km., and thence on, with slight ascent and through forests past Rindalen Church, to

Rindal, 6 Km., which is a big parish with several fine farms. Børset Hotel. The road now descends into the Surna Valley past the Bolme farms to

Sande, 9 Km., quarters. Here are several big farms which during the summer are let out to English sportsmen, who fish salmon in the river. The principal are Sande, Harrang and Sæther. Further on to

Røv, 7 Km., and along the river to

Honstad, 6 Km. Lovely view from here over the valley. On the other side of the river lies Gulla Hotel. We then

traverse a somewhat level district near the river Surna down the valley and skirt the Fjord to

Surna, 16 Km. Wichberg's Hotel, near the bridge crossing the river. From here there is a steamer service to Christiansund (Route 25). From Surna one can either take steamer to Stangvik or post on a good road past Aasen (10 Km.) to

Kvande, 18 Km., and thence to

Stangvik, 6 Km. Quarters; magnificent surroundings. From this point we cross the Stangviksfjord to

Bølset, 7 Km., and then traverse a hilly road to

Koksvik (Tingvold), 8 Km. From there we cross the Sundalsfjord in a motor boat to

Angvik, after which we proceed by motor car to

Heggem, 11 Km.; nice place, and on, via Istad, to

Nes, 16 Km. A further journey through hilly landscapes brings us to

Hjelset, 8 Km. From here there is an excellent road along the Fanestrand to

Molde (18 Km.). For description of Molde and Environs see Route 24, page 217.

Route 28.

From Trondhjem to Molde through Opdal and Sundal.

The Sundal's Route is comparatively little known among the travelling public, as until recently the means of communication have not been sufficiently satisfactory, while the stations were at many places very primitive. Year by year, however, these defects are being remedied, and a new road has been made between Opdal and Sundal, while the posting stations on the whole line are greatly improved. Few districts in the country unite in so high a degree those variations and contrasts which give Norwegian scenery its attractions, its character and its speciality, and we shall here find, beautifully alternating, smiling fjord scenery, well-cultivated districts, and wild, magnificent mountain views.

The tour from Trondhjem to Molde may be taken in one day by leaving by train in the morning for Opdal, thence by motor car to Sundalsøren, by boat to Eidsøren, and from there motor car to Molde. As an alternative, instead of taking the motor car from Eidsøren direct to Molde, an

interesting detour might be made into the Eikisdal, by which, however, the tour will be prolonged 1 day.

An alternative to going from Trondhjem by train to Opdal is to take steamer to Thamshavn, whence electric railway to Løkken and by motor car to Berkaak (see page 231), and then train to Opdal (see page 80). This detour will make the tour to Molde one day longer.

At Opdal the high road to Sundalen turns off to the right, and then ascends gradually for about 3 Km. to Opdal's Church, after which it continues on level ground, by the side of the river Driva, to

Aalbu (11 Km.). Quarters. The road then traverses the Lønset Forest, after which the valley becomes narrower.

Just after having passed *Lønset Church* a road turns off to *Storli* (22 Km., from whence a mountain path leads past the farm *Kaarvatn* (quarters) to *Todalsøren* on the *Surnafjord*. Thence steamer to Christiansund. From Storli there is also a path to *Troldheimen* (Route 25, page 223).

We then proceed past the Festafoss to

Lønset (15 Km.). Stone avalanches are often heard of in this part of the valley. The first part of the road beyond Lønset leads through pine forests, after which it gradually descends to

Gjøra (19 Km.). Quarters. It is here the Sundal proper commences. The road continues to follow the river Driva, which is crossed several times, among very pretty scenery. Romfo Church is then passed and we reach

Storfale (17 Km.), which lies in pretty surroundings. Heavy snow avalanches often take place here, and all the way to Sundalsøren placards are posted, requesting the public to drive quickly on account of them. The landscapes are exceedingly pretty and may well compare with those of the Romsdal.

Sundalsøren (19 Km.) or 76 Km. from Opdal. The village lies at the extreme end of the Sundalsfjord amidst magnificent surroundings, the valley being opened by the tremendous mountain porch, formed by the Hovsnebba (6,000 ft.). Sundalen's Hotel. The well known Aura works lie here. From here steamers run regularly to Eidsøren (1½ hrs.) and to Christiansund (6—8 hrs.). We could also row to Øksendalsøren, 11 Km. A description of Christiansund (Fosna) is given in Route 25, page 222.

From Sundalsøren a route leads to *Surna:* Motor boat to *Opdøl* (6 Km., motor car via *Ulvundeidet* to *Røkkum* (18 Km.; motor boat to *Kvande* 2 Km., motor car to *Aasen* 10 Km. and to Surna 8 Km.. See Route 27, page 232. If the steamer between Sundalsøren and Surna fits in, this is the best way of going.

From Sundalsøren we can also reach the exceedingly wild and imposing, but little known *Lilledal.* Motor is taken to *Naustene* at *Tredal* ½ hr., whence a road leads up the valley, at the upper end of which the Christiansund's Tourist Club has erected a hut.

After having taken the steamer down to

Eidsøren (24 Km.), we proceed by a good road to

Eidsvaag (8 Km.). Sverdrup's Hotel. From here a steamer runs to Molde several times a week (5 hrs.), or we can motor through lovely landscapes and along the Fanestrand with its pretty villas and farms to Molde (55 Km.). The route may be varied by taking a steamer from Eidsvaag to Nauste (1 hr.), or driving along a good road to Øveraas (27 Km.) on the Eikisdal's Lake, and thence making an excursion up the Eikisdal and back (see Route 24, page 219), and thence steamer direct to Molde (6 hrs.). Motor cars run daily between Eidsøren, Eidsvaag, Øveraas and Molde.

For description of Molde and Environs see Route 24, page 217.

Route 29.

From Trondhjem to Storlien (Sweden) and Stockholm by Rail.

From Trondhjem to Storlien (The Meraker Railway) and thence on to Stockholm there are as a rule two trains a day. To Storlien 4 hrs. and to Stockholm 24 hrs. The railway station at Trondhjem lies near the steamer pier, 5—10 minutes from the hotels.

The train starts by traversing a swinging bridge across the river Nid and goes through the suburb of Lademoen and a level landscape to Leangen (3 Km.). Rotvold Lunatic Asylum is then passed, and we run through Ranheim (wood pulp mill), Vikhammer, Malvik and Midtsand to

Hommelvik (23 Km.). Posting Station. The village receives a big export of timber from Sweden. The line now continues round the bay below the hill Gjevingsaasen, with a fine view of the Fjord, to

Hell (32 Km.). From here to Selbu, see Route 26, page 229, and to Stjørdalen, Levanger, Værdalen, Stenkjær, Sunnan, Route 30, page 238. Behind the Stjørdalshalsen is the Forbordfjeld, while on the right side of the river is Værnes Church and on

the left Laanke Church. We then run along the western shores of the Stjørdal's River in a broad valley as far as Hegre (42 Km.) with a Church by the same name, the main one for the Upper Stjørdal Valley. To the west is seen Einangshaugen (1,250 ft. a.s.), and the line now leads through a narrow valley to Gudaa and across Lilleaaen up to

Meraker (81 Km.). There is here a magnificent view of the district and the grand chain of mountains beyond, of which the Fongen (4,850 ft.) is most noticeable.

A path leads from here along the frontier to *Guldalen* and *Aursundsjøen* and to the *Sylene Mountains.*

From Meraker, where the hand baggage is examined, we cross the frontier into Sweden, and reach

Storlien (106 Km. from Trondhjem). The Railway Hotel and Storlien Högfjällspension. Blaahammerstugan hut, which lies 2 hrs.' walk south of Storlien, is worth a visit by pedestrians.

A bleak stretch of country is then crossed and the train arrives at Enafors. There is a good view from here of the snow-capped mountains in the distance, and Enafors is considered the best starting point for excursions to the prettiest parts of Jämtland. The next station is

Duved (154 Km.). Here there is a railway bridge (71 metres in length) across the river; a waterfall is seen in crossing. Hotels: Duved's Hotel and Pension, Hotel Mullfjället, and Pension Tännforsen. A pretty excursion can be made to Tännfors waterfall, one of the largest in Sweden (3—4 hrs.).

From Duved a path leads across *Skalstugan* to *Verdalsøren* and *Levanger* in Norway. (See page 239).

We then continue to

Åre (166 Km.). Hotels: Grand Hotel, Äregården, Fjällgården, and Fresk's Pension. Åre is well known as one of the best winter and summer resorts in Sweden. The excursion to Äreskutan, a mountain (4,700 ft.) is recommended (6 hrs.). We then proceed through mountain scenery with fine views of Äreskutan and Renfjället and by degrees we pass into the Åre Valley and pass Undersåker and Järpen, and reach

Mörsil (199 Km.). Hotels: The Railway Hotel and Hotel Dalgård. The train continues through woods and marshy ground with little variation until we arrive at Oviksfjällen, Storsjön and Frösjön,

when the scenery gets more inviting, and after a while we reach the town of

Östersund (268 Km.). 12,600 inhabitants. Hotels: Standard, Grand and Nya Hotellet. The town is prettily situated on the lake Storsjön. It is a junction for the Östersund—Vilhelmina Railway. We then pass on with the Storsjön lake on the left until we reach Brunflo, the pleasantest part of Jämtland. The pretty scenery continues until we reach

Bräcke (339 Km.). Railway Hotel. This is the junction for the trains to Narvik, Luleå and Lappland. See Route 31.

From Bräcke a pretty tour may be made down the *Indal's River* to *Sundsvall*. By morning train to *Bispgården* (93 Km., whence by posting to *Utanede* (12 Km.), and then again by steamer down the Indal's River to Sundsvall (9 hrs.) The whole tour takes about 14 hrs. and is to be recommended.

The railway continues past Dysjön to

Ånge (370 Km.), which is the junction for the trains to Sundsvall. Railway Hotel and Stora Hotel. The Ljungan River is now followed. In ascending to the lake Letsjön the view over the valley, just passed with the wooded ridges one above the other, is very attractive. After having passed several small lakes we arrive at

Ljusdal (474 Km.), a parish with 1,850 inhabitants. This is the junction for the trains to Hudiksvall. Hotels: Railway Hotel and Gästgivergården. The scenery is more attractive here than it will be further on, and the countryside is well cultivated. The railway takes us through a charming district, especially at Järvsjö, where it crosses a bridge across the river Ljusnan. Then on through cultivated districts and past saw-mills and paper-mills along the river to

Bollnäs (537 Km.), a parish with 1,200 inhabitants. Railway Hotel and Central Hotel.

From here a branch line takes us to the well-known *Siljan Lake* in *Dalecarlia*. By train to *Orsa* (118 Km.). *Railway Hotel*. Thence by train or steamer to *Mora* (1½ hr.), and by steamer on Siljan Lake to *Rättvik, Leksand* and down to *Insjøn* on the southern side of the lake. *Rättvik* is the prettiest place on the lake and is well worth spending some time at, especially on Sundays, as we then have the opportunity of seeing the peasants in their national costumes. Hotels: *The Tourist Hotel, Siljansborg* and *Persborg*. From Rättvik we could continue by railway to *Falun* and *Storvik* (see below). From *Insjøn (Railway Hotel)* there is a train viâ *Krylbo* to Stockholm (162 Km.). See also Route 3.

We now continue along the lake Varpen, crossing the Voxna River. The next point of interest is

Kilafors (554 Km.), which is the junction for the Kilafors—Söderhamn Line. The line now ascends and after having passed Degerberget and before arriving at Kölberget the view is enchanting with the lake Bergviken and the river Ljusnan below and the blueish mountains on the other side. After having passed Ockelbo we arrive at

Storvik (635 Km.). This is an industrial township, and the junction for the trains to Gävle (38 Km.) and to Falun (54 Km.). See Route 3. Railway Hotel and Restaurant.

From here the line passes through districts with a number of industrial works, and just before arriving at the next stop we cross the river Dalälven over a bridge (225 metres in length) from where the view is very attractive. We then arrive at

Krylbo (693 Km.). Buffet. A small country town with 1,900 inhabitants. Railway Hotel. It is the railway junction for several lines, amongst others a good starting point for excursions to the south of Dalecarlia. The next station of importance is

Sala (726 Km.), junction for the trains to Gävle and Vesterås. Stadshotellet. Sala was founded by Gustavus Adolphus, and is well known for its silver mines. 8,000 inhabitants.

The railway now passes through woody districts and over a stretch of flat country, called Uppsalasletten to

Uppsala (788 Km.). Hotels: Uppsala Gille, Stadshotellet, Hotel Hörnan and others. 30,000 inhabitants. This well known University town and seat of the Archbishopric of Sweden, is, as Trondhjem is in Norway, the historical centre of Sweden. The Cathedral, built in 1260—1435, is well worth visiting; also the University Buildings, built in 1877—1886, and the interesting Library.

The train now passes the Upland Plain, which has many reminders of olden times, and then goes through some of the suburbs of Stockholm, finally reaching the central station of

Stockholm (854 Km. from Trondhjem). Further particulars regarding the city are given in Route 3, page 61.

Route 30.

From Trondhjem overland to Namsos (and Mosjøen).

Since the railway between Trondhjem and Sunnan was built, many tourists have preferred this route to Namsos and the North to that by the coast. The tour offers much of interest, and whether the journey is made by train or by steamer to Levanger and Stenkjær, or whether one takes the direct road via Rødhammer to Namsos or via Sunnan, the Snaasen Lake and Grong,, the scenery is so charming and in many places even grand that the traveller will certainly not regret having made the trip.

As noted above there is a choice of two routes between Trondhjem and Stenkjær: (a) by steamer, and (b) by train.

(a) Trondhjem—Stenkjær by Steamer, running regularly once a day in each direction (4½—9 hrs.). The course lies across the broad Strindfjord past Tautra and the peninsula of Frosta, where Holmberget is called at, and then along the eastern shores of the Fjord to Faanes and Vestran, whence the Fjord is crossed to Ytterøen. The scenery now commences to be more smiling and the vegetation increases. The boat then crosses to Holsand, continues along the flat shores near Alstadhaug and runs into Levanger (for description see below). Thence the journey is continued via Trones along the shores and round the Høholmene Islands and past Strømmen to Sundnes. The southern side of the fertile and well-cultivated peninsula of Inderøen is then skirted and the narrow channel of Skarnsund traversed to Venneshavn, where the Beistadfjord opens out, as we put in at Stenkjær, described below.

About four times a week the steamer continues to *Fosnes*, a few Km. above *Østvik* on the road between Stenkjær, Rødhammer and Namsos.

(b) Trondhjem to Stenkjær by Railway: Generally two trains a day (4½ hrs.).

For description of the railway journey from Trondhjem to Hell see Route 29, page 234. From Hell the train crosses the Stjørdal's River to Stjørdalshalsen (35 Km. from Trondhjem), Halsøien's Hotel, and then crosses a level piece of ground, and ascends a broad valley to Skatval (42 Km.). A spacious plateau is then crossed, affording a view of the Fjord and

of Steinsvikholm (see page 229) and Langstein reached, from whence we proceed through a mountainous country and skirt the Fettafjord. Ascending the valley, another plateau is crossed to Aasen (62 Km.), and the train then proceeds through woods and some fine scenery to Nesvandet and on to Ronglan (70 Km.), continuing past Skogn and Alstadhaug Parsonage, and along the Fjord to

Levanger (84 Km.). 2,000 inhabitants. Backlund's Hotel and Marienborg Hotel. From the town, which was only founded in 1836, a pretty view may be had of the Fjord and the islands. The views from Heieraas and Kjølaas as well as the walks round Eidsbotten (11 Km.) are recommended, while near the town are Rustgaarden, a well-known summer resort, and Rostad, a Home for Imbeciles. Several attractive excursions may also be made in the neighbourhood, among which the tour to Munkerødstad with ruins of a Church and a monastery is especially recommended.

From Levanger there is a motor car route through the *Verdal Valley* to *Sandviken* (58 Km.) then across the mountains to *Skalstugan* (68 Km.) and down to *Duved* and *Åre* in *Jämtland* (150 Km.). See page 235.

From Levanger the line ascends through open country, and from the heights a fine view may be obtained towards the south of Levanger and the Fjord and towards the north of the broad, low-lying district of Nedre Verdalen. Thence we run down past Rinnan Military Drilling Ground and by a bridge, 220 metres in length, cross the Verdal's River to

Verdalsøren (96 Km.). Grennes Hotel and Østnes Hotel.

There is a road from Verdalsøren to *Stiklestad* 4 Km.). Quarters at *Stiklestad Farm* and *Hegstad*. On a hill behind the Church is a monument in memory of the death of St. Olav, and from here there is a pretty view of the northern part of the valley.

From Stiklestad the journey may be continued past the farm *Øgstad* to *Faaren* and thence on to *Østgrunden* and the pretty *Hærfoss* waterfall. Here may be seen the enormous land-slips at the *Jermstad Farms*, which with several neighbouring farms were destroyed on May 19, 1893.

From Verdalsøren a motor car road also leads through *Verdalen* and *Jämtland* in Sweden to Duved Railway Station on the Storlien - Östersund line (see Route 29, page 235).

From Verdalsøren the train continues through well-cultivated districts to Røra (105 Km.), then skirting the almost land-locked Borgenfjord and proceeding along the Mæresmyren and Løbergene to

Stenkjær (126 Km.), a small town with 2,800 inhabitants, the river Bya, which comes from the Snaasen Lake, running through it. Hotels: Grand and Bondeheimen.

From Stenkjær to Namsos we have the choice of two routes: (a) via Rødhammer and (b) via Grong.

(a) Stenkjær—Namsos via Rødhammer:

The road follows to begin with partly the Beistadfjord with cultivated and charming surroundings as far as Fosnes and Hjelle. Then it turns off to the north and ascends, passing the old farm Egge, and through the broad and wooded valley past the prettily situated Namdalseidet's Church. Further on an excellent road down to Rødhammer, which lies on the Namsfjord. Then along the fjord on an old road to Bangsund, Spillum and Klinga and the Namsen, where a fine new bridge crosses the river, close to Namsos. The distance from Stenkjær to Namsos is 85 Km., and it is driven in 4 hrs.

(b) Stenkjær—Namsos via Grong:

From Stenkjær the railway continues across the Bya River and passing the farm Hegge, crosses Byaunet to Byafossen (130 Km.), which lies on the property of Helge-By-Rein, where the Byafossen's Wood Pulp Mill and Stenkjær Woollen Mill are also situated. From Byafossen the line follows the shores of the Rein's Lake through pretty scenery to the farm Fossem, and thence to the Fossem Lake, which has a length of 20 Km. Following the shores of the lake, we get a good view of the For Church and Stod Parsonage, and after traversing several deep cuttings and passing Hundlo Farm reach

Sunnan (137 Km.). Sunnan Hotel. From here a steamer runs in connection with the train by the pretty and extensive Snaasen Lake (4 hrs.) to Vekset (see below) and on to Sem at the northern end of the lake. Snaasen Church close to Sem, from which there is a magnificent view, is well worth visiting. There is a summer Pension here and night quarters may be had at both places, which are posting stations (see below).

Instead of using the steamer between Sunnan and Vekset, we could post or use motor car as follows: From Stenkjær to the large, pretty farm *By* (4 Km.); thence along the *Rein Lake* to *Fossem* and on to *Nøstvolden* (11 Km. from Stenkjær; quarters. Thence to *Langhammer* (15 Km from Stenkjær), and along a hilly road to *Kvam* (8 Km. From there to *Hegge* (16 Km. and finally to *Vekset* (15 Km., which is a calling place for the steamer on the *Snaasen Lake* see above. From there to *Sem* (6 Km.. The railway from Sunnan along the south end of the Snaasen Lake is now under construction and will be opened in a few years' time.

From Vekset or Sem the road continues northwards across the Snaasenheien (7,850 ft. a. s.) and through hilly landscapes past the beautiful Formofoss waterfall to

Formofoss (27 Km. from Vekset and 23 Km. from Sem). Quarters.

A road leads off from here in easterly direction to *Godejord* (14 Km.), *Mortenslund* (17 Km.), *Sandmoen* (22 Km.) and *Eidet* (20 Km.). *Nordli* near *Lierne Church* is passed. The road continues across the frontier at *Murumo* to *Gäddede* (32 Km.) in Jämtland (Sweden), from where steamer connection across the *Bägede Lake* to *Strömsund* whence rail to *Östersund* (see page 236).

From Formofoss a new road leads northwards to

Medjaa (9 Km.) in the district of Grong, where a big bridge crosses the Namsen River, well known for its richness in salmon. Many of the farms along the river are let to Englishmen.

Grong—Mosjøen. From Medjaa the road (motor car route) turns off to *Fiskem* (15 Km.). Close to the station is the *Fiskemfoss,* one of the finest waterfalls in Norway. We continue up the broad valley to *Trones Chapel* in *Namsskogen.* The *Namsen River* is still big, and several small waterfalls are seen. At *Finnvollan* a new road leads up to the *Grong Mines* at *Gjersviken.* The road continues from Finnvollan up along the river which is crossed by a big bridge at *Haapnes* and soon afterwards we are at *Stortjønli.* 4 Km. beyond we pass the big lake *Majavatn*; (good trout fishing). Here the Lapps have a house of assembly where they meet every summer. We are now at the highest point of the route. The road passes a number of lakes and gradually sinks down into the narrow and wild *Svenningdal.* At *Baafjellmo* at the bottom of the valley, having reached the district of *Vefsen* we ferry across the river and arrive at *Fellingfors.* From here there is a route to the *Hattfjelddalen* and to the beautiful tracts near *Røsvand* one of the biggest lakes in Norway (see also page 249). On leaving Fellingfors we pass *Grane Church,* from where there is a magnificent view of snowclad peaks and mountains. We now follow the *Vefsen River,* one of the best salmon rivers in Norway, rented for the most part by Englishmen. The valley now becomes narrow and the waterfalls beautiful. At *Ravatnet* we get into the *Bjørnaa Valley,* and having traversed a big plain we finally arrive at *Mosjøen.* From Medjaa to Mosjøen 207 Km. (see page 248).

From Medjaa the road to Namsos turns to the left down the Namdalen past Grong Church to

Bergsmoen (15 Km. from Formofoss) and continues on a good road past Overhallen Church to

Haugum (20 Km.). Thence through somewhat hilly country past Ranem Church to

Hunn (11 Km.), quarters, and finally on a good road in beautiful surroundings to

Namsos (15 Km.), founded in 1846, and now having 3,000 inhabitants. In 1872 the town was ravaged by a conflagration, but has been rebuilt with picturesque houses and straight streets. Hotels: Grand, Central and Schei's. A rowing trip out between the islands in the Fjord is recommended, and from Vardebakken, one of the hills close by, a fine view of the town and surroundings can be obtained.

Between Namsos and Trondhjem there is a steamer connection, and a local service corresponds with the coasting steamers at Rørvik.

Route 31.

From Trondhjem to Nordland, Troms and Finmark.

The distances from place to place are given in Norwegian sea miles and reckoned from Trondhjem. 1 sea mile is equal to 7.42 Km. or 4½ English miles.

North Norway is a land of marvellous beauty, and in the light summer nights the mountains on the coast and the islands surrounding appeal irresistibly to the imagination. In one case a chain of seven grand mountains are pictured in fancy as seven sisters, transformed into stone; in another, an island with a fantastically-shaped mountain rising therefrom, has been imagined a horseman with his coat waving in the wind, who is rushing in his wild love southward to steal the virgin at Leka. Beautiful are the peaks of Nordland as they are seen in the gleam of the Midnight Sun, and in the witching hour of midnight — the hour between sleep and waking — the vast expanse of water and sky, over which the sun holds sway, is a glorious revelation. Many a time and oft has it been sought to paint in words the weird splendour of the scene, when, at midnight, the glorious orb of day hangs above the horizon in purple hue, diffusing over all a rich, mysterious glow, giving an effect that words cannot describe. The light is that of day, but yet not day, and all Nature seems to sleep as though shrouded in twilight. The impression upon the beholder cannot be conveyed in mere words, but again and again has the sight inspired boundless enthusiasm, and perhaps no one has given it more delightful expression than Bayard Taylor, who writes thus — "Eddies of returning birds gleamed golden in the nocturnal sun, like drifts of beech leaves in the October air. Far to the north the sun lay in a bed of saffron light over the clear horizon of the Arctic Ocean. A few bars of dazzling orange clouds floated above me, and, still higher in the sky, where the saffron melted through delicate rose colour, into blue, hung light wreaths of vapour, touched with pearly, opaline flushes of pink and golden grey. The sea was a web of pale slate-colour, shot through and through with threads of orange and saffron, from the dance of a myriad shifting and twinkling

ripples. The air was filled and permeated by the soft, mysterious glow, and between the headlands was the Midnight Sun shining on us with subdued fires, and with the gorgeous colouring of an hour, for which we have no name, since it is neither sunset nor sunrise, but the blended loveliness of both."

Northern Norway is, however, not only the sunny world of imagination and fairy-tale, but has also a rich, pulsing present-day life. From olden times Nordland has derived its principal income from its very extensive fisheries, especially the enormous cod-fishing industry round the Lofoten Islands, where large numbers of sturdy seamen congregate, coming from Finmarken in the north and all the way from Bergen southward. Of later years the mountains have also offered up their riches, and the quantity of iron ore taken from their inmost recesses is so considerable that several railways have been constructed in order to bring it down to the sea. Another notable feature is that near the Fjords and round the picturesque lakes the luxurious vegetation grows so quickly that the landscape changes as it were in the twinkling on an eye, and as if by magic from winter to midsummer.

In Finmarken Nature offers a vast contrast. The country is one immense mass of mountains with steep precipices down to the sea, but the plateau is wild, unending, with scarcely a peak breaking the grand solemnity. Grey and sombre it lies, and mile after mile one can wander, always with the soft moss underfoot, without meeting a living soul. Roads are not found here, so that for the greater part the rivers are the only means of communication, but with all its loneliness the scenery of Finmarken is of a wonderfully attractive character, whether we traverse the mountain sides or glide down the lovely rivers in the light boats of the country.

The Midnight Sun may be seen at the following dates: —

Place.	First Time.			Last Time.		
	Upper Edge.	Whole Sun.	Hour.	Whole Sun.	Upper Edge.	Hour.
Bodø	May 31	June 4	12 0	July 8	July 12	12 8
Tromsø	May 18	May 20	11 41	July 22	July 25	11 51
Vardø	May 15	May 17	10 52	July 26	July 28	11 2
Hammerfest .	May 14	May 16	11 21	July 27	July 29	11 32
North Cape .	May 11	May 14	11 13	July 29	July 31	11 23
Spitzbergen .	April 18	April 20	11 56	Aug. 22	Aug. 24	12 0

By Spitzbergen should be understood Green Harbour. The table is based upon the supposition that one is standing by the seashore looking at the horizon northwards, or, if on land, looking northwards towards a point of the same height as that on which one is standing. The hours given are those at which the sun is at its lowest.

The Bergenske Steamship Co. runs during June and July a special tourist steamer between Bergen and the North Cape. These take thirteen days to accomplish the tour, returning to Bergen without stopping at Trondhjem on its way back. The Company publishes every year special pamphlets respecting these tours, which may be had gratis on applying to their offices or the tourist agencies. These pamphlets, which are printed in English, afford information about the whole of the tour, and it is, therefore, only necessary here to give a short description, and to point out that tickets are only valid for the tour and by a special steamer. Passengers therefore cannot break the journey en route and continue by a later steamer, as is the case by other boats.

The following is a short description of the special tourist route taken:

The steamer generally leaves Bergen in the evening, steaming up the coast through smooth water. During the afternoon of the first day Stat, the westernmost point of Norway and the town of Aalesund are passed, and in the evening the ship enters the Romsdalsfjord and anchors at Aandalsnes about midnight. Next morning an excursion up the Romsdal can be made (see page 85). In the afternoon the steamer returns through the Romsdalsfjord to Molde, where a few hours are spent. She then proceeds on to Trondhjem, where she arrives in the morning of the third day. (See page 225).

The steamer leaves Trondhjem in the afternoon and traverses the Trondhjemsfjord with its magnificent and attractive surroundings. Historical remains are found on either side; the Earl Seat of Lade, the Fortress of Munkholmen, the Estate of Østraat and the Forts of Agdenes, and many other notable points. Once outside the fjord, the course is protected from the ocean's strength by a group of numerous islands, and we presently approach Nordland with its galaxy of wonders: Lekamøen, Torghatten, Brønnøysund, The Seven Sisters, Hestmanden, Lovunden and Træna and a score of others. Along the shores we note a number of huts here and there, and trees are now and again seen on the mountain sides and in the wild ravines. Noting

the lights on each projecting point, the steamer glides quietly up the beautiful narrow channel, the mountains towering on either side, and the ocean gleaming between the islands in the distance. After 24 hours' run the Arctic Circle (66° 32′ 30″) is passed and shortly after the steamer arrives at the Svartisen Glacier, where a walk is taken to the glacier.

The steamer continues steaming up the coast and on the fifth day one of the great wonders of Nordland is met, the Lofot Wall, which Alp-like sinks into the ocean with the everlasting day above.

We are now among the Lofoten and Vesteraalen Islands, and soon we reach the town of Tromsø, where for the first time we meet the Mongolian race in Norway, the Finn or Lapp, with his oblique eyes, outstanding jaws and bent legs, clad in leather clothes or jackets with beaming colours. The rest of the day is spent here.

Next forenoon we arrive at Hammerfest with its busy life and large fleet. A walk to Sadlen, the most northern forest in the world, and to the Meridian Pillar is recommended.

At noon the steamer proceeds northwards and in the afternoon calls at Hjelmsøstauren a bird-rock where thousands of sea-birds have their nests. The ship now heads for the North Cape, which soon comes in view, and goes to anchor in the Hornviken Bay on the eastern side of the Cape. The pathway from Hornviken up to the plateau is steep, but a new road has now been made. On the plateau there is still about twenty minutes walk to the edge of the Cape (1017 ft.).

Early in the morning of the seventh day the steamer weighs anchor and crosses to Skarsvaag, the most northern settlement in Europe. There is as a rule a Lapp Encampment here with reindeer, which may be seen while the steamer stops there.

In the forenoon the boat again steams southwards, and arrives in the Lyngenfjord late at night. The scenery here is magnificent.

We then steam among the famous Lofoten Islands and enter the Raftsund. We also call at Trollfjord, which is well known for its magnificence. Then we proceed to Svolvær, one of the most important fishing towns in the Lofoten Archipelago.

The Arctic Circle is again crossed, and a couple of hours' stay is made at Torghatten (824 ft.) with its huge natural tunnel.

The tenth day we steam southwards along the coast, and

on the eleventh we enter the Storfjord and proceed to Geiranger (see page 213). From here it is usual to make an excursion to Djupvasshytten, the steamer lying in the fjord for several hours.

The steamer now returns through the Geiranger- and Storfjords, continues down the coast and enters the Nordfjord as far as Olden (see page 205). The excursion to the Brigsdal Glacier can be recommended.

In the afternoon the ship continues its passage and on the thirteenth day in the morning enters the Sognefjord, the longest of all Norwegian fjords. The boat steams up the Nærøfjord, one of the beautiful branches of the Sognefjord, and stops at Gudvangen (see page 194). The excursion to Stalheim can be made here.

In the afternoon the boat returns to Balholm (page 192) and leaves there in the afternoon for Bergen, arriving in the morning of the fourteenth day. (For Bergen see Route 20.).

In addition to the special tourist steamers, already mentioned Express and Mail Steamers run in regular service all the year round, calling at the principal ports between Trondhjem, Vadsø and Kirkenes. The Hurtigrute (express route) also starts from Trondhjem five times a week calling at all the principal places along the coast right up to Vadsø and Kirkenes.

The mail boats can be recommended as regards comfort and food, but none of them call at the North Cape. If, however, the tourist steamers have berths vacant in the cabins forward, the companies allow passengers to go on board at Hammerfest and follow them to the North Cape and back to Tromsø, or vice versa. A motor boat is as a rule stationed at Hammerfest or Honningsvaag to take passengers up to the North Cape.

The Nordenfjeldske Steamship Co. also runs first class steamers from Bergen along the coast to Trondhjem and on to the North Cape (calling there at midnight) and Kirkenes. They then return to Trondhjem and Bergen calling en route at the Lyngenfjord, the Trollfjord, Raftsund and Torghatten. At Kirkenes an excursion to Köngsäs (Boris Gleb) is included in the price, and at Tromsø the Lapp Encampment will be seen. In calling at Trondhjem on return a motor car tour to Fjeldsæter and to the Lerfoss Waterfalls, as well as dinner on shore is also included.

The services from Trondhjem northwards are maintained by the Bergenske, the Nordenfjeldske, Vesteraalen's and the Stavangerske Steam Ship Companies, as well as Salten's (to Bodø), Helgelandske (to Harstad), Ofoten's (to Narvik),

and Torghatten's Steam Ship Companies (to Tromsø), and the local routes by the Namsos, Indherred's, Namdalen's, Torghatten's, Salten's, Helgeland's, Ofoten's, Vesteraalske, Tromsø Fylke, and Finmarken's Steam Ship Companies.

The steamers start from the Bratøren Pier at Trondhjem, and after traversing the Trondhjemsfjord, with the charming surroundings of Rødberget and Stadsbygden, Lensviken and Rissen, at the latter being the well known Reinskloster. Thence we pass the Forts of Agdenes and Hasselviken as well as Brækstad on the peninsula of Ørlandet and the old estate of Østraat, and steam on past

Beian (7 miles), at the south end of Ørlandet, the mouth of the Trondhjemsfjord. From here we steam outwards towards the island of Storfosen, where there is and old estate, and then turn northwards past Uthaug and Bjugn with the lighthouse of Kjeungen immediately outside. Thence the course lies through the Vallersund and past Aafjorden to

Stoksund, while outside in the ocean lies Froan with the light of Halten to the northward. We then proceed past Bjørnør and Sydkraakø, and up the bay to Bessaker, afterwards crossing the well known Follen, where the sea is often rough, and then, passing Bjørø, the local steamers turn to the right into the Namsenfjord, and presently reach

Namsos (31 miles). 3,000 inhabitants. Hotels: Grand, Central and Schei's. See page 241. A pleasant walk may be made up the high road. The river Namsen, which here runs into the sea, is well known as one of the best salmon rivers in Norway, and has for years been let to English sportsmen.

For the overland route between Namsos and Trondhjem, see Route 30, pages 242 to 238.

Retracing our way through the Fjord, we turn northwards towards Appelvær and thence to

Rørvik (30 miles), a calling place for all the steamers on the coast. Rørvik Hotel. The scenery has hitherto been somewhat monotonous, with low mountains and small islands here and there, but after passing Risvær we encounter attractive landscapes as we cross the Lekafjord, where to the left the considerable island Leka with the well known Lekamøen peak is seen, and then the steamer passes into the diocese of Nordland at

Helgelandsflesa just outside the long and extensive Bindalsfjord with its towering mountains, among which may be mentioned Heilhorn (3,400 ft.). Good fishing in the Bindal Valley, especially at Aaenbygden, where Englishmen generally fish. Some distance beyond the Bindalsfjord the towering mountain of Torghatten is passed, where the tourist steamers stop to allow passengers to land. The mountain lies on the island Torget, which used to be a chieftains seat in olden times. The island mountain is about 830 ft. in height and penetrated by an immense natural hole (95 by 510 ft.) through which daylight is plainly seen as the steamer passes.

The course now gets narrower and a number of islands and mountains, of which Andalshatten, Tilrumsaxlen, Ramtind and the towering Vegafjeld are especially noticeable. We then pass the beautiful old commercial place Kvaløen and continue along the Brønnøysund to

Brønnøysund (42 miles), a town since 1924 with 1,200 inhabitants. Hotels: Torghatten, Grand and Midnatsol. The surroundings are very fine, including the wonderful Vega Mountain and Andalshatten, the immense wild mountain at the entrance of the Velfjord. Brønnøysund is the starting point for several local trips and the centre of the traffic in Helgeland (Torghattens S. S. Co.).

From Brønnøysund one can take the local boat to the numerous islands and rocks outside and also to the beautiful Fjords *Velfjord, Bindalsfjord, Vistenfjord* and *Vefsenfjord*. The tour to *Hommelstø* in the *Velfjord*, where there is a small hotel, is especially recommended. From here there is a good carriage road to the *Sausvand* (15 Km.), which leads through woods and mountainous country and past many beautiful lakes, where fish is abundant, and thence on to *Lande* in *Tosenfjord* (10 Km.). Here the local steamer may again be taken down the narrow *Tosenfjord* and on through the pretty *Bindalsfjord* back to Brønnøysund.

The steamer continues its course to Tjøtta and through the Vefsenfjord, with the island of Alsten to the left, where the wonderful peaks, The Seven Sisters, are seen, the loftiest towering 3,400 ft. into the air. The old parsonage of Alstahaug, where the famous poet Peder Dass (d. 1708) used to live, lies here. His monument can be seen from the ship. From here the local boats turn to the right and call at

Mosjøen (55 miles), which lies at the outlet of the Vefsen River. 1,900 inhabitants. Hotels: Haugen's and Nordstjernen.

The pretty tour from here is up the *Vefsen Valley* to *Fellingfors* (45 Km.). From here by motor car to *Grong* in the *Namdalen*, see page 241. From Fellingfors a road leads eastward past *Fjelbækmo* and *Kløvjemo* to the *Hatfjeld Valley* (80 Km. from Mosjøen), and thence to the big *Røsvand*, on the northern shores of which are the magnificent *Okstinder Peaks*. A steamer service is etablished on this lake to *Tustervand* and *Bleikvasli* whence road to *Korgen* and *Hemnes*.

The tour from Mosjøen to the *Elsfjord* in *Hemnes* may also be recommended. Pretty drive past four big lakes and the *Lukttinden Peak* with a view towards the *Brurskanken* and the mountains on the southern side of the *Røsvand* on to the *Elsfjord* (45 Km.). Quarters may be had at *A. Johnsen's*. From here 14 Km. by sea to *Hemnes*, which is calling place for the local boats.

From Mosjøen the steamer sails round the island of Alsten to

Sandnessjøen (51 miles). This is a junction for all local routes in Helgeland, Ranen and Vefsen (Helgelandske S. S. Co.). Hotels: Grand, Central and Scandinavie. As the express boats do not run through the Vefsenfjord, but outside the island of Alsten and past Søvik and Hærøy, passengers bound for places in the Vefsen or Ranen Fjords must leave these steamers at Sandnessjøen and take a local one which corresponds with the Express Route. A good motor car route takes one from here to Alstahaug (22 Km.). See above.

From Sandnessjøen the local steamer proceeds up the Ranfjord past Hemnesberget to

Mo in Ranen (63 miles). Hotel Mo. 1,350 inhabitants. The place was made a town in 1922. Mo has become an important and lively commercial centre since the opening of the enormous iron ore factories of the Dunderland Valley, owned by the Dunderland Iron Ore Co., Ltd., who use Mo as their harbour of export. The iron fields are of great extent, at least 40 Km. in length, and a railway leads through large and beautiful pine forests up the valley for about 20 Km.

The motor car route up the *Dunderlandsdalen* to *Skonseng* (15 Km.), whence by motor boat up the *Rødvasdals River* through magnificent scenery to *Lille Rødvand*, is highly recommended. From Lille Rødvand an hour's walk to the tourist hut on the *Svartis Lake* erected by the Helgeland's Tourist Club. From here one can row across to the *Svartisen Glacier*. On the way up to Lille Rødvand the well known *Grønligrotte*, one of the biggest lime stone quarries in Europe, can be seen. It is most imposing. From Skonseng one can continue in the motor car as far as *Bjelaanes* 37 Km.), from whence there is a magnificent view across the *Saltfjeldet* to *Saltdalen*.

There is also a beautiful motor car route to *Umbugten mountain hospice* on the boarders of Sweden, from whence by boat across the *Store Uman* to *Tärne* in Sweden From Umbugten 4–6 hrs.' walk to *Kjendsvandet's tourist hut* and the *Okstinderne* mountains.

From Mo the steamer retraces the Ranfjord to

Nesna (55 miles). Grand Hotel. Junction for places in the Ranfjord. The steamer continues northwards past

Luro. Far out to the left may be seen Træna with its four peaks, rising like towers out of the sea. Here there are three large and seven smaller holes in the mountains, the principal one being through Trænhelleren, on the small island of Sanna, where fair quarters may be had. Some distance further on Hestmandøen comes into sight, shaped something like a horseman, and The Polar Circle crosses the Hestmandø. The steamer then stops at

Indre Kvarøy (59 miles) and continues on past Rødøy-løven to

Grønøy (64 miles) with fine mountain scenery and wooded districts. Local steamers from here to Glomfjord, where the State owns big water power stations.

Thence we proceed to Selsøvik and across the Grimenfjord, where a fine view may be had of the Svartisen Glacier. The tourist steamers generally stop in the Holandsfjord as near the shore as possible, in order that passengers may ascend the glacier, which is about 60 Km. in length and 10 Km. in width and reaches from the southern end of the Helgelandsbukken (4,800 ft. can be ascended from Holandsfjord) almost right down to the sea.

After passing Svartisen, of which a view is again obtained, we come to Meløy, where the scenery is very notable, with high mountains towards the main land. Thence we steam on to Støtt, where we again obtain a glimpse of the Svartisen, the steamer then rounding the mountain Kunna, continues northwards along the Gildeskaal past Fugløy and Sandhornet, and we continue through a row of islands, until the Saltfjord opens out to the right. After about an hour's run across this Fjord, affording a beautiful view towards the shore, the steamer gets in among the islands and calls at

Bodø (76 miles), 5,000 inhabitants. Grand Hotel. The town lies at the mouth of the Saltfjord and is called at by all coasting steamers, being of much importance as a coaling station. The Salten's Steam Ship Co. has regular services on the neighbouring Fjords, so that there are good opportunities for excursions. It has also a regular service to the Lofoten Islands and to Ofoten, Helgeland, etc.

Among the sights in the neighbourhood of the town may especially be mentioned the Tourist Hut on the Rønvik Mountain (530 ft.), from whence the view is magnificent. A road leads to the foot of the hill. 15 minutes' ascent. Restaurant in the hut. If the tour is continued, several reservoirs, supplying the town with water, are

passed, and we can proceed right up to the Løpsfjeld. From here there is a magnificent view of the Lofoten, Sulitjelma and the Saltdalen Valley. Rønvik's Lunatic Asylum lies about 3 Km. outside the town.

From Bodø to Sulitjelma. From Bodø the steamer proceeds southwards and crosses the extensive open *Saltfjord*, to the left being noted the pointed *Børvass Peaks*, and to the right the wonderful *Misttinder*, *Blaamanden* and *Sulitjelma*. The "Salt Stream", the run through which takes 15 minutes, is one of the most interesting sights in Northern Norway, and a granite pillar has been erected at the entrance in memory of King Oscar II's visit in 1873. The three narrow channels between *Strømøen*, *Knaplundøen* and the main land have the appearance of a rushing river, and the ocean rises and falls at the various tides, forming a maelstrom, more magnificent than at any other place on the coast of Norway. After passing the stream we enter the *Skjerstadfjord*, to the left being noted the high *Mjones Peaks*. At *Fauske*, in *Fauskevik*, there are big marble quarries on the left hand side, and the view of *Blaamanden* is here especially pretty. A few minutes' steam beyond *Finneidet*, the shipping place for the Copper Mines of Sulitjelma (motor car route hence to Bodø), we skirt the narrow fertile strip of land which divides the *Nedrevand* from the Fjord. The journey is then continued up the pretty Nedrevand, which has a length of 5 Km., and through a channel of about $1^1/_2$ Km. in length, connecting it with the *Øvrevand* (8 Km. in length). We then have a foretaste of the magnificently wild and rugged scenery of the *Langvass Valley*, and many "Jettegryder" (caldrons) are found in the steep mountains, which surround the lake, up which there is a charming view. At *Sjønstaa*, at the upper end of the lake, the steamer is changed for the *Sulitjelma Railway*, which leads up the *Langvass Valley*, known for the beauty and variety of its scenery. The railway line ascends in great curves partly through smiling birch woods and partly along perpendicular mountain walls, with the *Langvass River* rushing through the clefts below with high, snow-clad mountains above, partly also along a pretty little lake with green hills and dark mountains beyond. After $^3/_4$ hr.'s run the terminus of the railway, *Hellamo*, is reached, and the journey is then continued by steam boat across the *Langvand Lake* to *Furulund* (Hotel Sulitjelma), where the trip ends. Furulund is the centre of *Sulitjelma Copper Works*, and the works at *Sandnes* and the Smelting Hut at *Fagerli* should certainly be visited. From here there is a mountain path across to *Quickjock* in Sweden.

From Bodø to the Saltdal. The steamer traverses the *Salt Stream* as described above; thence through the *Skjerstadfjord* to *Rognan*, from where is a good road up the valley past *Drageid (tourist hut)* to *Storjord* (44 Km.). Here a *tourist hut* is built, which is close to the *Junkerdalsur*, a tremendous natural collection of rocks which separates the Saltdal from the Junkerdal which lies above. In this valley there is also a *hut* and a path viâ the *Graddis hut* leads from here into Sweden and on to *Arjeplog*.

From *Storjord* in the Saltdal a path leads through *Lønsdal* to the *Dunderlandsdal* and on to *Mo in Ranen*, and from *Drageid* one can walk across to *Sulitjelma*.

From Bodø the voyage is continued past Kjærringøy and Nordfold and then right across the Vestfjord to the Lofoten Islands. The Midnight Sun is often seen here. Thence we steam through the inner channel to

Henningsvær (90 miles), one of the most important sea fishing stations in Lofoten. Jonsen's Hotel. Good fresh water fishing may also be had. Thence we proceed to

Kabelvaag (92 miles), also noted for its fisheries. Burchard's Hotel. The ascents of the Kongstinderne,

the Kjelbergtind and the Stornakken are recommended, and from their summits, as well as from the Fjord, the Midnight Sun may be seen. Good fresh water fishing and grouse shooting may be had. We next reach

Svolvær (92 miles), a calling place for the express steamers as well as for the local ones, and thus the best starting point for excursions in Lofoten and Vesteraalen. Hotel Lofoten. From here several high mountains may be seen (of which the Svolværgjeita is the most prominent), also the islands of Store Molla and Lille Molla, as well as Skraaven, where there are granit quarries. At Bergsæteren, near Svolvær, there is a hut and several lakes, where fishing may be had, and there are Guano Factories, Nail Factories and Rope Works in the neighbourhood. A motor car road leads from Osan to Kabelvaag.

The Lofoten Islands and Vesteraalen are increasingly attracting the attention of the travelling public, as easily explained by their magnificent and characteristic scenery. The grand mountains, extending right out into the Polar Sea, the imposing, blue-green colour of the ice glaciers, the wonderful beauty of the Fjords and the glorious Midnight Sun, which sends its rays over the land, bathing it in beauty, all combine to endow these islands with an irresistible power of attraction. Many travellers have of late years found their way here, and monarchs, sportsmen, artists, painters and poets, all agree that in addition to the delights of the unique scenery, the clear dry air of the islands has worked wonders to their constitutions.

The Vesteraalen's Steam Ship Co. runs local steamers through the whole of Lofoten and Vesteraalen, which give travellers the opportunity of seeing these magnificent islands in every aspect, and arrangements are made so that one can break the trip at any place and continue or return by another boat. Everywhere fair quarters may be had, and the hospitality of the inhabitants is proverbial.

The Circular Tours in **Lofoten** are as follows:

From Svolvær a local steamer runs several times a week to the Lofoten Islands, consisting of Østvaagøy, Gimsøy, Vestvaagøy, Flakstadøy, Moskenesøy, and a number of smaller islets which form a natural breakwater. Lofoten, in addition to its natural beauty, is noted for its immense fisheries, which are in full swing from January to April each year, and the trip during this period is exceedingly interesting. About 20 millions of fish are caught, and the profit on

the industry amounts to about 10 millions of Kroner, some 5,000 fishingsmacks and 20,000 fishermen being engaged. Of late years steamers and motor boats have come into general use, as although the old rowing-boat is occasionally used, the modern motor boat is far preferable, enabling the fishermen to get much more quickly from place to place, wherever the best fishing may be going on.

The first calling place after Svolvær is Kabelvaag (see page 251), thence proceeding to the important port of Henningsvær (see page 251), where motor boats may be hired for excursions. Good fishing is carried on here every year, in which tourists may take part, as the grounds lie near shore. From Henningsvær we steam southwards to Stamsund, which is also a fishing centre, with several factories and an hotel. From here we skirt the east side of the Vestvaagøy Island to Balstad (Hotel), from which the Skotnestinder (2,300 ft.) may be ascended, and drives made in several directions, the roads being excellent and the scenery attractive.

From Balstad we proceed to Sund and Reine, a favourite point for artists, and thence to Sørvaagen on the Moskenes Island and on to Værø and Røst, with its famous Bird Rock (Fuglebjerg), on which millions of the feathered tribes may be seen, affording an unique spectacle. Værø and Røst are stations for wireless telegraphy, while 14 Km. S.W. of Røst lies Skomvær with its imposing lighthouse, 57 ft. high.

From Røst the steamer returns either to Svolvær, calling at the same places as in going down, or proceeds direct to Bodø, there connecting with the express steamers.

As the routes in Lofoten vary considerably every year, travellers are recommended to consult the special programmes, which may be had from the tourist offices.

The Circular Tours in **Vesteraalen** are as follows:

Starting from Svolvær local steamers ply between the islands of Molla to Brettesnes and on to Digermulen (Eilertsen's Hotel) from whence an easy ascent of Digermulkollen may be made. They then proceed to Løksund (quarters at Hveding's) and traverse the beautiful Raftsund, called at by the tourist steamers, where magnificent mountains rise on either hand. The local boats also visit the unique and magnificent Troldfjord, from whence an excursion may be made to the Trold Lake. After passing

through the Raftsund, the gate of Vesteraalen, Hanø and a couple of other ports are called at, after which the steamer runs on to Melbo on the southern point on the island of Hadsel (Hotels: Rex and Haug's) with splendid scenery during the whole of the tour. Melbo is known for its many industrial works, and also for its large fleet of fishing smacks. From here mountain expeditions and fishing tours may be made.

The boat continues to Skagen in Bø and on to Stokmarknes, but passengers may, however, if they prefer to do so, drive from Melbo past Hadsel Church to Stokmarknes. The road leads right along the seashores through well-cultivated and populated districts, and affords splendid views of the chain of mountains on the island of Hindø with the Møisadlen (4,200 ft.) as a centre peak. Stokmarknes, the headquarters of the Vesteraalen's Steam Ship Co., has a good hotel, and there is an easy ascent of Sukkertoppen, with a good view from the hut on the summit. From Stokmarknes the steamer runs through the narrow Børøsund to Kvitnes and in about an hour reaches Sigerfjord, the headquarters of the Hindø Steam Ship Co. Several charming villas with hothouses and beautiful gardens will be noted.

Sortland, a charming place on the east side of the island Langø, is next called at. Sortland Pension near the pier. This is a good centre for excursions, shooting and fishing, and bears may occasionally be found. There is a carriage road to Stokmarknes. The tour is continued to Jennestad and Skjoldehavn, then rounding Andøen and calling at Risøyhavn, where a channel has been dredged. It was opened for steamer traffic by Haakon VII in June 1922. Most steamers now pass through here on their way to Harstad (see page 257). There are some fishing lakes close by, and the Midnight Sun may be seen through the Bjørneskindsakslen. We then traverse the Risøysund past Dverberg to the extreme point of Vesteraalen, to the north being Andenes, a considerable fishing station. The steamer then skirts the west side of the island of Andøen, calling at Bleik and Nordmjele, and at Alsvaag on the eastern side of Langøen (quarters). Here excellent grouse shooting and salmon fishing may be had, and there is an obliging landlord and a beautiful place to stay at. From thence we proceed to Langenes, one of the largest fishing

stations in Vesteraalen, from which an imposing view may be had of the Polar Sea.

The journey is now continued along the outer side of Langøen, calling at Nyksund, Sommerøy, Bredstrand, and Hovden, where Jenneskaret and Malnestind, and several other grand peaks, are notable features, thence on to Strømsjø and Skagen in Bø. Between these two places there is an excellent carriage road, and good grouse shooting and salmon fishing may be had in the neighbourhood, while the scenery is very pretty. From Skagen we steam to Eidsfjord, with its extensive herring fisheries, and finally return to Stokmarknes through the Hadselfjord, Sortlandssund, Raftsund to the Østnesfjord and back to Svolvær.

As the routes in the Vesteraalen may also vary considerably, passengers are recommended to apply to the tourist offices for special programmes, which are issued every spring.

From Svolvær the coasting route continues to Skraaven, Brettenes and through pretty scenery round the island of Kjeø to

Lødingen (98 miles), situated on the island of Hindo. Svendsen's Hotel. Telegraph station. The steamer excursion to the Tysfjord is highly recommended.

Between Lødingen and Narvik local steamers run in connection with the express steamers from Trondhjem to Hammerfest and vice versa. From Trondhjem to Narvik there are also direct weekly services. They also connect with the "Lappland Express" from Stockholm.

From Lødingen the boats run up the Ofotenfjord, calling at Taarstad, Tjelbotten and Liland, and thence crossing the Fjord to Ballangen, on the south side, where an arm of the big Frostisen Glacier is seen. Thence we proceed up the Skjomenfjord to Elvegaard at the mouth of the Skjomen River, known for its good salmon fishing. Quarters at Mosling's. From here the boat returns via Ankenes, passing Ankenes Church to the right, and runs into the Bay of Narvik, with a fine view eastward where the snow-clad Tjøtta and Fagernesfjeld (4,300 ft.) tower up. Our next call is at

Narvik, 5,500 inhabitants. Hotels: Grand Hotel Fønix and Hotel Royal. Travel Bureau: Bennett's. This town is the shipping port for the enormous

iron ore fields at Gällivara, Luossavåra and Kirunavåra in Swedish Lappland, and its imposing piers are very notable.

From the Framneshøide a pretty view of the Ofoten and Harjang Fjords is obtainable, as also from a height close by the railway station, where Narvik's Tourist Club has erected a platform with benches.

Of steamer excursions may especially be mentioned the tour to Beitsfjord (1 hr.); to Hokvikdal (½ hr. by rowing boat and 1½ hrs. by posting); to Skjomen (2 hrs.), where the well known Frostisen Glacier is situated; to Raana (1¼ hrs.), from whence it is 30 minutes' walk to the Senn Hut and Rombakbotten; and to Øyjord, whence by motor car to Fosbakken and back (5 hrs.). From Fosbakken the motor car continues via Lunde to Finnsnes (see page 258).

Narvik—Stockholm. *The Ofoten Railway* stretches from Narvik (with branch line to the harbour at *Fagernes)* via *Kleven* and *Framnes* to *Riksgränsen,* a distance of 39 Km., and is there connected with the Swedish railway across Gällivara to *Luleå,* and the Lappland Express to Stockholm, etc.

The line commences by ascending to *Narvikmyren,* whence a beautiful view of the snow-clad *Fagernesfjeld* is obtained, while further up is seen the grand *Tjøttafjeld* (4,500 ft.). Thence it continues through cuttings and tunnels along the *Rombaksfjord,* affording magnificent views all the way. At the extreme end of the Rombaksfjord is *Rombaksbotten,* a busy place since the railway was commenced. Scaling the mountains to a considerable height, traversing long tunnels, under which are several rivers running through other tunnels, we then make a big curve across the *Hundal,* with the *Katterat Mountain* rising to the right, and then passing *Fagerli* and crossing the *Norddal's Bridge* (180 metres in lenght), negotiate another tunnel and reach

Riksgränsen (39 Km. from Narvik). *Railway Hotel.* Custom House. The railway crosses the Swedish border, and runs through tunnels and desolate mountain stretches and soon the *Rakasjokk* river flowing out into the *Torne Träsk* forming the beautiful *Rakaskärtje* waterfall is reached, after which the train stops at

Abisko (75 Km. from Narvik), where the Swedish Tourist Club has erected a large and much frequented *Tourist Hotel.* From the station there is a beautiful view of *Torne Träsk* and the mountains in the background.

From here one can go by motor boat to *Paalnaviken,* thence 12—14 hrs. walk through *Sørdalen* to *Sørgaard,* from where one can drive in motor car to *Sætermoen* (quarters) and on to *Salangen, Maalselven* or *Finnsnes* (see page 258).

Passing through mountain scenery the train next stops at

Kiruna (168 Km.), a town with abt. 9 000 inhabitants. The neighbourhood is one of the richest districts on iron ore in the world. Hotels: *Railway Hotel* and *Privathotellet.* The train then crosses the *Kaitum River,* an affluent of the *Kalix River* just before arriving at the station *Fjällasen.* Crossing the railway bridge you see the *Kebnekaise* in the distance; this is the highest mountain in Sweden, 6.800 ft. a. s. Through highland scenery and big forests we then arrive at

Gällivara (268 Km.). *Railway Hotel.* Also noted for its vast iron ore mines. 5 Km. from the station lies the *Dundret,* a mountain 2.700 ft. in height, from which the Midnight Sun may be seen in June and until the middle of July. A magnificent view may also be had of the districts from Sulitjelma to Kebnekaise and Torne Träsk.

The train then continues through rather bleak mountain scenery to

Boden (437 Km.), beautifully situated on the *Luleå River. Railway Hotel* and *Central Hotel.* 5 000 inhabitants. Here have been erected large fortifications, the town lying near the Finnish frontier.

Boden is the junction for the line to *Luleå* (473 Km.), a town with abt. 10.000 inhabitants. Hotels: *Stadshotellet* and *Wibell.* This is a pretty place, situated at the upper end of the *Baltic Gulf,* having a large export of iron ore and timber.

In continuing with the train from Boden in a southerly direction the *Luleå River* is crossed and followed as far as the *Piteå River.* This is also crossed just before arriving at the next station

Älvsby (356 Km.), from whence a branch line leads down to *Skellefteå,* and thence we get to

Vännäs (467 Km.). *Railway Hotel.* (Branch line to *Umeå).* Near *Mellansel* the line crosses the *Moälven* river by a fine bridge, and the scenery now becomes magnificent, much like Norwegian or Swiss landscapes. The two large and well known rivers, *Indals* and the *Ångerman* are now crossed. The next station is

Mellansel (587 Km.). Buffet. And then comes

Långsele (678 Km.). *Hotel Vestberg.* (Branch line along the *Faxe River* to *Sollefteå* and on along the *Ångerman River* to *Hernösand).* The railway then continues to

Bräcke (809 Km.), which is a junction for the line to *Trondhjem.* Finally on to

Stockholm. For description of the tour from Bräcke to Stockholm (1.324 Km. from Narvik) see page 236.

From Lødingen the coasting steamers continue northwards through the pretty Tjelsund to Evenskjær and Sandtorv, which is the first calling place in the diocese of Troms, and is situated on the island of Hindøen, surrounded by fine scenery. On the eastern side of the island Græsholmen is called at, an important commercial centre. Thence we pass Rolaøen to the right and steam in to

Harstad (106 miles), 4,000 inhabitants. Town from 1904. Hotels: Grand, Fønix and Stoltenberg. Telegraph Station. The town has a pretty situation and is a calling place for all the coasting steamers.

Harstad is a good centre for excursions. A tour along the beautiful *Kvæfjord* road and to *Trondenes Church,* built of stone in 1250 and the most northern mediaeval church, can be recommended. Motor cars run daily to *Borkenes* in *Kvæfjord* (33 Km.), to *Gausvik* (31 Km.) and *Tømmeraas* (10 Km). Steamers run from Harstad to *Andøy, Senjen, Sjøveien* and *Kvæfjord,*

Continuing the trip northwards to Grytøen the scenery is very pretty and we note Trondenes Church in passing. Thence we round the northern point of the island

of Hindø, and pass Bjarkø where there is a Chieftain's Seat, well known from olden times. Further on, we pass the Senjehesten, on the southern point of the large island of Senjen and traversing the Solbergfjord to Sørreisen, cross the Finnfjord to

Finnsnes (116 miles), a calling place for the steamers. Quarters may be had.

Finnsnes is the starting point for the longest motor car routes in the country. They have connection with *Maalselven, Bardu, Sjøveien, Salangen, Rossfjord, Maalsnes, Malangen, Balsfjord* and *Kvesmenes* at the end of the *Lyngenfjord;* also to *Bodø.*

After leaving Finnsnes the steamer follows the shores of the mainland, rounds the point of Leiknes and then, passing Gisøen, calls at Gibostad. Thence crossing the entrance to the Malangfjord, it traverses the Rystrøm, where the current is often very strong, and runs past the entrance of the Balsfjord into the pretty Tromsøsund, where we call at

Tromsø (125 miles; 69° 33′ northern latitude), lying on the island of the same name. 10,200 inhabitants. Hotels: Grand, Hegbom's and Central.

The town, which was founded in 1794, is delightfully situated, and surrounded by high mountains, including Blaamanden on the island of Kvaløen westward, Bentsjordstinden southward, and Tromstinden to the east. On a hill, close by, is Alfheim, from whence a splendid view of the island, the town and the Fjord, surrounded by dense woods, is obtained. Tromsø Museum, near Tromsøsundet's Church, is well worth visiting, as it contains an Arctic collection, quite unique.

On the island of *Tromsø* the scenery is exceedingly pretty and many interesting drives and walks may be taken, notably to the beautiful *Prestevand Lake,* which lies 15 minutes from the town. A sporting hotel, *Stolheim,* lies on the very shore of the lake, and close to it is the sporting hotel *Charlottenlund* (30 minutes).

On the other side of the Tromsøsund is the curious and very pretty *Tromsødal,* from the bottom of which the imposing peak *Tromstind* towers sheer up for 4 500 ft. On the south side is *Fløifjeldet,* which is easy to ascend. A motor boat should be taken from the town across the Sound (10 minutes), whence we proceed on foot or by carriage up the valley, where a *Lapp Encampment* is generally stationed, whole families living there the summer through.

A new high road has been made from the ferry on the Tromsøsund about 30 Km. up the country to the beautiful *Ramfjord,* with the mountain peak *Hamperokken* (5.000 ft.) beyond. The tour can be recommended, and conveyances may be ordered at Tromsø.

The Troms Fylkes Steam Ship Co., which has its headquarters here, maintains local services on the different Fjords round Tromsø such as the island of Sen-

jen, the Ulsfjord, the Lyngenfjord, Karlsøy, Fugløy, Malangen and Balsfjord.

The steamers proceed northward from Tromsø through the Grøtsund, after which the Ulsfjord opens out to the right, and a glorious view is obtained of the Lyngen Mountains with their snow-clad peaks in the background on the other side of the Fjord. We then proceed along the eastern side of the Renøy up to Karlsøy, after which the Fugløysund is traversed, passing Fugløy on the left, and the journey continued to

Skjærvøy (138 miles). Telegraph Station. A grand excursion may be made to the Kaagen Glaciers and to the Kvænang's Peaks at Kvænangen, where Capt. Otto Sverdrup landed in 1896 from his trip by the "Fram" towards the North Pole. Skjærvøy is a calling place for the Express Steamers.

From Skjærvøy the course lies past the Kvænangen Fjord and then right up to Brynnilen, which forms the frontier of the district of Finmarken. We then, passing Loppen, cross the short open stretch of Loppehavet, and noting the characteristic mountain Sildmylingen on the main land, we traverse Sørøsundet, with the island of Sorøen, on the left side of which is the well known Whaling Station of Sørvær, one of the most important in the country before the new whaling laws came into force. Whales may often be seen in the Sørøsund. At Øksfjord there is a connection with the boat on the Altenfjord. At Fuglenes the steamer runs into

Hammerfest (155 miles), 3,500 inhabitants. Hotels: Grand and Jansen's. The town, which, built on the island of Kvalø and founded in 1787, is the most northerly town in the world, 70° 40′ 11″ northern latitude. In 1890 it was in a great part destroyed by fire, but has been rebuilt and very considerably improved. The port is a busy place, and an extensive trade is carried on with Russians from the White Sea. The scenery round the town is desolate, with bleak mountains, although at Akkerfjord, a few Km. to the south, and at Jonsvand and the Storvand there is some vegetation; otherwise, however, this is very scarce. Of sights near the town the following may be mentioned:

(1) Fuglenes on the west side of the harbour, about 20 minutes' walk, where rises the Meridian Pillar, erected in memory of the measurement of degrees jointly undertaken in 1816—52 by the kingdoms of Norway, Sweden and Russia.

(2) Tyven, a mountain 1,350 ft., is easily accessible, and makes an enjoyable 4 hrs.' excursion.

(3) Salen (Restaurant), is about 300 ft., 15 minutes walk from the town, and an interesting road, which comes down on the inner side, leads round the mountain (1—2 hrs.).

(4) Akkerfjordveien, a magnificent motor car route, leading past the most northerly birch wood in the world. Refreshments at Breidablik.

Finmarken's Fylkesrederi maintains local steamer services through the Fjords of Finmarken, including the Altenfjord, the Porsangerfjord, the Laksefjord and the Tanafjord.

Overland Route from Hammerfest to Vadsø. Travellers are recommended to supply themselves at Hammerfest with necessary provisions and partly also with bedding, as the nights are generally spent in uninhabited huts. Swarms of mosquitoes abound everywhere, in consequence of which mosquito veils and medicaments for rubbing in the skin should be taken. At Bosekop a guide should be engaged, as it is often difficult to find the way.

The most interesting tour is viâ Bosekop, Karasjok, Polmak, Tana and Nyborg on the Varangerfjord to Vadsø.

From Hammerfest a local steamer runs through the *Vargsund*, passing the island of *Seiland* to the right and then proceeds up the *Altenfjord* to *Bosekop* or *Bugten*. *Fru Wiig's Hotel*. Post and Telegraph Station. From here the distance to Karasjok is about 180 Km., for which 3 days are taken. There is a Telephone Station here, from which we can telephone for posting horses to Alten.

For about 15 Km. there is a carriage road past *Altengaard* (or *St. Olav's Gaard*, with its Catholic Mission) to *Elvebakken*, where the *Alten River*, noted for its splendid salmon fishing, is crossed by the *Alten Bridge*, the most northern iron bridge in the world, to *Peder Thoresen's farm* (now belonging to the son, Thore Pedersen) in *Tverelvdal*, where the night is spent.

From here the journey is continued up the magnificent valleys and hills, where the scenery is quite southern, and several summer chalets are found. After reaching the plateau the road continues through a somewhat flat district to the first mountain hut, *Biobæski Stue* (50 Km. from Alten), which can be utilized by applying in advance (by telegraph or telephone), to the Sheriff at Alten (Bosekop), or to the Sheriff at Karasjok who have the joint management of the hut. The hut is not large, but has a cooking stove and bedsteads, and there is a small fishing river close by.

From here the road continues through hilly country and across mountains and valleys to another hut, *Stipanaucce* (120 Km. from Alten), which may also be occupied by applying to the Sheriffs of Alten or Karasjok in advance. Along the whole route there are good opportunities for shooting and fishing in small rivers and lakes.

From here the journey is continued to the next station, *Ravnastuen*, which is inhabited, and where the night should be spent. Milk may be had here, and, if one wishes, fishing in the neighbouring river and lakes is obtainable, but as at rule the journey is continued next morning through beautiful woods, consisting of birch and majestic pines, to the chalets of *Asebakti* on the *Karasjok River* (Tana River), which belong to the people at Karasjok, 20 Km. away. There is excellent salmon fishing here. A delightful boat trip between wooded shores, brings us to *Karasjok*, where lodgings may be had at the inn, built at the public expense. Gold washing takes place in the neighbourhood during the summer months. There is a postmaster for boat posting, and for reindeer posting. The village, besides four resident merchants, boasts of a clergyman, a sheriff, telephone and a

postmaster, the latter being prepared to give travellers every information as well as ordering conveyances for them. There is mail twice a week.

From Karasjok we could proceed for about 250 Km. to *Vagge* or *Smalfjord* in *Tanen*, a calling place for steamers and also to *Kolvik* on the *Porsangerfjord*, also a calling place for steamers, about 140 Km. For travellers who wish to go viâ the Porsanger, the route is a follows: 30 Km. to *Lailestuen* on the pretty *Natvand*, known for its beautiful situation and splendid grouse shooting. Here the night may be spent. Next on the route is *Skoganvarre*, a mountain hut, among beautiful scenery, with a telephone station. The journey may be made by walking or on horseback, and a boat may there be taken across the *Natvand* (10 Km. long) and across the *Rasteluobal*, which we come to 5 Km. before Skoganvarre is reached. From Skoganvarre we can walk, ride or row across the two *Lakselv Lakes* and down the *Lakselv River*, known for its good sporting fishing, to *Lakselv*, at the foot of the *Porsangerfjord*. From Lakselv there is a good carriage road to *Kolvik* (30 Km.), a calling place for steamers, or else to *Østerbotten* (12 Km.), also called at by the steamers during the summer months. During winter we can drive with pony or reindeer from Karasjok to Kolvik in 2 days, while in the summer 3—4 days are needed for the tour.

From Karasjok we travel by boat down the river about 180 Km. to *Polmak*. From thence we proceed by posting boat to *Skipaguarre*, beyond which there is a good carriage road to *Seida*, 25 Km. from Polmak. Quarters at *Anders Tapio's*. 33 Km. further down, still by a good carriage road, we arrive at *Langnes*, at the outlet of the *Tana River* into the *Tanafjord*, and from thence proceed by rowing boat to *Vagge* (11 Km.) or by good carriage road to *Smalfjord*.

The tour from Vagge overland to *Vadsø* (see below) follows the same road as far as *Skipaguarre*, when it turns off eastward to *Nyborg* at the bottom of the *Varangerfjord*. Quarters at *Pleym's*. There is a good road from Seida (22 Km.). From Nyborg steamer may be taken to *Vadsø*, or we can drive on a good road along the shores of the *Varangerfjord* through attractive scenery (45 Km.). Regular motor car route Langnes—Seida—Nyborg—Vadsø—Vardø.

Overland Route from Hammerfest to Haparanda. Another route, not often used, is from Hammerfest through Alten across Kautokeino and Karesuando to Haparanda.

From *Bosekop* at the bottom of the *Altenfjord* to *Kautokeino* the distance is about 120 Km. and three days are needed for the journey. The road leads along the *Alten River*, known for its splendid salmon fishing, to *Gargia* and *Ladnajavre*, whence boat must be taken to *Kautokeino*, and thence to *Mortas*, from where one can walk or ride to *Karesuando* (two days). On the sixth day a boat is again taken to *Muoniovara*, and on the seventh day the difficult waterfalls of *Muoniokosi* are reached, which should be skirted on foot along the banks. From *Muoniovara* to *Upper Torneå* about two days are required.

From here there is a railway of about 80 Km. in length, to *Haparanda* on the *Baltic Gulf*, from which steamers run regularly to Sundsvall and Stockholm. From Upper Torneå one can also take train viâ *Karungi* to *Boden* in Sweden (see page 257).

The quickest way from *Karesuando* is by motor car to *Vittangi* (107 Km.), whence by a regular motor car route to *Gällivarra* Railway Station (see page 257).

From Hammerfest to the North Cape and back only the special tourist steamers run, in consequence of which passengers, who wish to visit the Cape and do not want to continue by the regular steamers along the coast of Finmarken to Vadsø, must utilize this service (see page 244). The regular steamers, however, run in good weather outside the North Cape.

Some of the steamers run from Hammerfest in a northerly direction through the Rolfsøsund to Rolfsøhavn, and thence along the eastern shores of the Rolfsø and across to Havøsund, after which it continues through the Havøsund and across to Gjesvær, the island of Hjelmsø lying to the left. Other steamers on the Hammerfest—Honningsvaag stage call only at Renø, where a few wild reindeer may be found. The tourist steamers go from Rolfsøsund across to the western side of the Hjelmsø in order to pass the well known Fuglebjerg (the Bird's Rock), where myriads of birds, consisting of seagulls, terns, ducks and looms congregate, and as the steamer nears the rock the enormous flocks become frightened and fill the air as with a dense cloud — a most extraordinary sight.

From Gjesvær the steamer passes the Tufsfjord and Knivskjælodden, which is the most northern point of the island of the Magerø, and presently reaches or passes the

North Cape (950 ft. a.s.; 71° 10′ 40″ northern latitude and 26° 39″ eastern longitude). The rock is ascended from the eastern side at Hornviken by a new road, the trip taking about 40 minutes. At the summit King Oscar II erected a memorial stone in 1873. The North Cape, especially the western side, creates a magnificent impression, as with its rugged sides it towers almost perpendicularly out of the sea, apparently almost inaccessible (see page 245).

The coasting steamers running between Hammerfest and Vadsø call, as mentioned above, at Gjesvær, from whence they bend off towards the eastern side of the island of Magerø to

Honningsvaag (170 miles), one of the principal fishing quarters in Finmarken. 1,500 inhabitants. Fru Simonsen's Hotel. A walk to Nordvaagen or to Storebugt and thence on to the Kamøyfjord is recommended. Arrangements may be made with the harbour master, Mr. Sjaanes, or with Mr. Chr. Bruun at Kamøyvær for motor boats to take one to the North Cape and back in case one can not otherwise get there. The tour, which takes 8 hrs., is somewhat fatiguing.

Thence they pass to Kjelvik — an old commercial place — and from there cross the entrance to the Porsangerfjord and reach Sværholt, at the foot of the famous Sværholtklubben mountain, where thousands of sea-birds are found. We then cross the Laksefjord to the Kjøllefjord (notice the mountain Finnkirken

on the right hand in going in), and passing Oksfjord steam on to

Nordkyn, the most northern point of the main land of Europe (71° 8′ 1″). Thence we proceed eastward, calling at Mehavn, where there is a whaling establishment, and passing Gamvik and Finnkongkjellen we proceed across the Tanafjord to Berlevaag.

From Smalfjord in the Tanafjord a trip may be taken overland to Vadso, by which a big stretch of open sea would be avoided. A new and excellent road leads from *Smalfjord* to *Seida* by the side of the *Tana River,* here almost a lake. At Seida Oscar II rested on his tour through Finmarken, as did also the present Swedish King, and, in 1906, King Haakon VII.

From Seida the road leads up through the beautiful valley of *Rustiffjembla,* leaving the *Tana River,* and crossing the mountain to *Nyborg* on the imposing *Varangerfjord,* skirts the shores of the fjord to *Vadsø.* This is a most interesting tour and may be easily undertaken by ladies. Distance 108 Km.

The steamer continues from Berlevaag past Makur, and the fishing places Syltefjord and Havningberg, and then runs into

Vardø (200 miles), 3,500 inhabitants. Hotels: Grand, Nordpol and Nordnorge. The town, which was founded in 1787, lies on the island of Vardø at northern latitude 70° 23′, and possesses a magnificent harbour. On the charming western outskirts is Vardøhus, the most northern fortress in the world. From Vardø Professor Fridthjof Nansen left in 1893 for the North Pole by the steamer "Fram" and returned to it in 1896 by the "Windward". In the summer, after the opening of the White Sea, Vardø is in regular steamer communication with Archangel.

The steamer continues through the open sea, and after calling at Kiberg, reaches

Vadsø (210 miles), 2,000 inhabitants. Michelsen's Privathotel. The town, founded only as recently as 1833, lies at the entrance of the large and imposing Varangerfjord, and in the vicinity are several important establishments for the export of productions from the Polar Sea. Russian steamers maintain during the summer months regular steamer services between Vadsø and Archangel. For route here to Tana see above and to Hammerfest page 260.

The steamers continue the voyage across the Varangerfjord to

Kirkenes (216 miles), where extensive works have been built for extracting the iron ore, and in the course of a few years a whole town has grown up, now numbering about 4,000 inhabitants. Hoel's Hotel.

* A tour up the *Pasvik Valley* in *Sydvaranger* as far as the *Finnish Frontier* may be highly recommended. From Kirkenes to *Elvenes* (10 Km.) by motor

car or motor boat. Elvenes lies at the outlet of the *Pasvik River* into the *Bøkfjord*, an arm of the Varangerfjord. About 100 inhabitants. The place belongs to the State, and consists of a big saw mill, the manager's house and the workmen's baracks. Just before arriving at Elvenes one passes the *Trifanshulen* where a Russian saint once lay hid. The motor boats generally pass Elvenes and land passengers in the bay near the custom house, from where there is a 25 minutes' walk to the chappel *Köngäs (Boris Gleb)*. There is a small hotel erected here by the Finnish Tourist Club.

The excursion can be better made by taking a motor boat from *Kirkenes* up the *Langfjord*, and from there across an isthmus, about 1 Km. wide, to the *Langfjord Lake*, whence the journey is continued by river boat to *Strand*, lying amid beautiful surroundings at the further end of the lake. Extensive pine and birch forests grow on both sides of the Langfjord and of the *Langfjord Lake*, and at Strand a big Boarding School has been erected.

From Strand a good road leads on to *Salmifjærvi* (9 Km.), a large and very picturesque lake formed by the *Pasvik River*. The fishing is excellent and a number of ducks, geese and swans may generally be seen. The frontier of Finland is along the eastern shores.

The return journey is best made by river boat, and several large lakes and considerable falls are passed, on which *Harefoss* and *Skoltefoss*, lying above *Köngäs*, may specially be mentioned.

From Elvenes one may return by motor boat to *Kirkenes*, or drive across (9 Km.).

From Elvenes there is a road across to *Jarfjord*, from whence a cart road leads to the *Jacob's River*, which forms the frontier between Finmark and Finland. Here is the *Chapel of Oscar II*, built of stone in 1873, and a small inn lies near the place, but otherwise one has to apply to private people in order to obtain lodgings.

Route 32.

To Spitzbergen (Svalbard).

The Bergenske Steam Ship Co. organizes every year in the beginning of August a steamer trip to Spitzbergen. The ship starts from Bergen. The tour from Bergen and back takes about 19 days. Special pamphlets, giving particulars of the tours, may be had by applying to the Steam Ship Company or to the Tourist Offices.

The start from Bergen is generally made in the evening.

Steaming up the coast in sheltered waters between the islands, the steamer passes Stat in the morning and soon after Aalesund, in the afternoon Christiansund, arriving at Trondhjem in the morning of the third day. A description of the voyage from Bergen to Trondhjem will be found in Route 25.

The start from Trondhjem is generally made in the afternoon, and sailing out of the Trondhjemsfjord in the night, the steamer proceeds up the coast, still in sheltered waters, and arrives in the afternoon of the fourth day at Svartisen Glacier, where the passengers are landed.

After leaving Svartisen the steamer crosses the Arctic Circle, enters the fifth day the narrow sounds of the Lofoten Islands, passes through the Raftsund and between the Vesteraalen Islands, and arrives at Tromsø in the middle of the day. A few hours are spent on shore.

In the morning of the sixth day Hammerfest is reached, and passengers go on shore to visit the Meridian Pillar and the most northern park in the world (see page 259).

Proceeding northwards the steamer passes the Bird Rock, where myriads of sea-birds have their nests, and anchor under the lee of the North Cape, where passengers are landed for the climb to the summit, 950 ft. above the sea level. (The tour from Trondhjem to the North Cape is described in Route 31.).

During the early hours of the morning the steamer leaves the North Cape and about 20 hours later the Bear Island comes in sight. This island (74° 30′) lies midway between Norway and Spitzbergen. It is a bleak place with scarcely any vegetation. Its highest point is Mount Misery (1,759 ft.). Thousands of Arctic birds have their nests upon the island's rocky coast. The only animals are Polar foxes and bears during the winter months.

On the seventh day Spitzbergen (Svalbard) with its long chain of peaks and glaciers comes in sight. It is the only place in the polar regions that can be visited by tourists. (It lies only 625 English miles from the Pole). This is due to the Gulf Stream which runs along the whole of the western coast of the largest of the islands, namely West Spitzbergen. During the summer the temperature of the water is 5° C., or 40° Fahr. The eastern side of West Spitzbergen is not navigable.

Old Norwegian History tells us that the Vikings, who discovered Greenland and North America, also visited Svalbard on their numerous voyages to the North. Harald Haardraade King of Norway during the period 1046—1066 thus declared it a part of his kingdom and this declaration was repeated in 1261 by one of his successors, King Haakon Haakonssøn. Strangely curious are the old maps of Norwegian origin of that period, Spitzbergen being considered as a part of Greenland. This is also the reason why the Dutch explorer William Barents in 1596 when he came to Spitzbergen on his voyage to find China by way of the north speaks of it as a part of Greenland. In the year 1607 the English navigator Henry Hudson came to Spitzbergen. His report of the great abundance of whales,

walruses and seals on the West coast of Spitzbergen made these waters, every summer, for a period of many years the hunting grounds of hundreds of ships from Holland, England, France, Norway and Russia. King Christian IV, who was king of Norway at that time, endeavoured to collect a contribution from the hunting companies. In some cases he was successful, in others not. As the islands were not inhabited it was in the interests of the hunters and their governments to consider the islands as no mans land and it was not until the Treaty of Versailles that Norway's supremacy over the islands, was acknowledged officially by the Great Powers. (See page 2.)

There is at present little left of the former riches in the waters of Spitzbergen, but the discovery of coal during the last decades has created a new and intense activity in some parts of West Spitzbergen. In the year 1925 10 mining companies were working.

The next day is spent in cruising along the coast. Hornsund with its peak the Hornsundtind (1,692 ft.) is passed. Further north the Icefjord opens. It is the largest fjord of West Spitzbergen. At the entrance of the fjord at Green Harbour, a wireless station has been built. The steamer drops her anchor in Advent Bay (78° 18′ N. Lat.), where there is a settlement called Long Year City, a mining town owned by the Store Norske Spitsbergen Kulkompagni. The Coal Mines are visited. A call is made at Sassen Bay.

The ship leaves the Icefjord and the northward journey continues along the long island Prince Charles Foreland, past the glacier-clad peak of Mount Monaco (3,458 ft.). Then follows Cross Bay and Lilliehock Bay. Cape Mitra is passed and Seven Ice Mountains with their vast glaciers come in view. The steamer then calls at Magdalene Bay (79° 34′ N. Lat.). Magdalene Bay, with its Glaciers of Adams, Gully, Waggonway and Braganza and its wild peaks rising out of the ice, is the finest bay on the whole coast. Strangely and magnificently beautiful.

On a rocky peninsular hundreds of open graves, of the 17th century, are to be seen.

The following day finds us at Virgo Bay on Danes Island, the starting point of Andree's and Wellman's unsuccessful balloon expeditions to the Pole. Andree ascended with two companions on July 11th, 1897, but they never returned.

From Virgo Bay the vessel steams northwards, following the course of the Gulf Stream, until stopped by the

Ice-Pack. The most northern latitude reached by a tourist steamer being 81° 1′ 1,1″ (in 1906).

At Spitzbergen the Midnight Sun is visible from April 20 until August 24.

On the return journey the thirteenth day finds us once more at Hammerfest, where a short stay is made.

On the fourteenth day a visit is paid to the Lyngenfjord (see page 258). The steamer then proceeds down the coast calling on its way at Troldfjord in Raftsund and at Svolvær in the Lofoten Islands.

On the sixteenth day she calls at Torghatten, and continues along the coast, without calling at Trondhjem, as far as the Romsdalsfjord, where she calls at Aandalsnes for an excursion to Horgheim (see page 84). In the afternoon the steamer crosses to Molde and stops there till midnight.

In the forenoon of the eighteenth day we enter the Geirangerfjord and stop a few hours there for those who wish to make an excursion to Djupvashytten (see page 212).

Bergen is again reached on the nineteenth day after having completed a cruise of 3852 English miles.

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106 Splendidly furnished Rooms
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Every Modern Comfort

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The route Stavanger—Sand—Suldalsosen—Bratlandsdal.
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Central situation. First class hotel.

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10 minutes from the railway station.
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For further information apply to the Tourist Offices or the head office of the Steamship Company:

TELEGRAMADDRESS: FYLKESBAATANE · POST O. B. 203
BERGEN

HARDANGERFJORD

Is perhaps the best known of the Norwegian Fjords, and certainly comprises one of the most lovely districts in the country. All the characteristic features of Norwegian nature are here exemplified to a high degree; the enormous grey mountains, many of them topped with eternal snow; wooded hills, and small but well-cultivated farms, forming a most picturesque frame to the clear blue Fjord. Grand Waterfalls, among the largest and most magnificent in the country, notably the *Vøringsfoss* and the *Laatefoss*; and again the splendid Glaciers of *Folgefonnen* and the *Hardanger*, to which easy access is obtainable.

Excellent roads lead to the Hardangerfjord via Telemarken to Odda, via Voss to Eide and Ulvik, and from Trengereid to Norheimsund.

Daily Steamer connection between Bergen and Hardanger by comfortable and well-appointed steamers, calling at all tourist resorts along the Fjord, is maintained by the

HARDANGER-SØNDHORDLANSKE
STEAM SHIP CO.,
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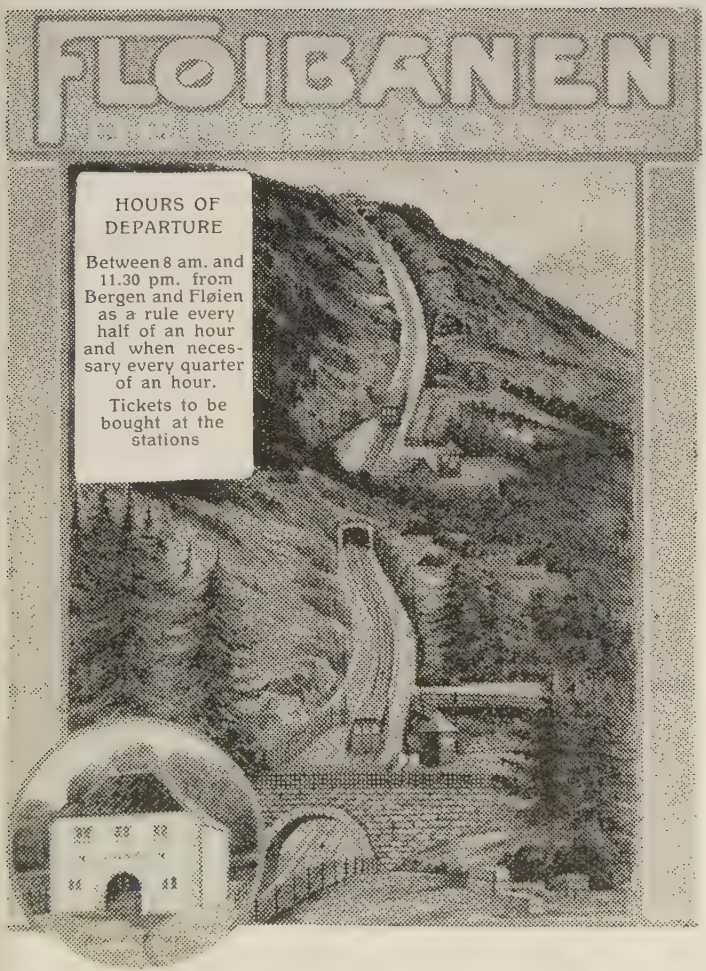
Telegr. Address: „Hordalandske."



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Our motorcars run daily, from 1st of June until October on the route: *Vik in Eidfjord—Fossli*, with the famous *Vøringfoss Waterfall*, and on to *Maurset*. The road is one of the most picturesque in Scandinavia. Well staked up mountain paths lead across the famous *Hardangervidda* to *Haugastøl* and *Finse* on the Bergen Rly. and *Mogen in Telemarken.*

A/S EIDFJORD AUTOMOBILLAG

Telegr.addr.: Auto, Eidfjord, Hardanger

FIRDABILENE

FØRDE

The Firda Automobiles run on the route

VADHEIM—SANDENE

The tour goes through the narrow Vadheim Valley to Sande, — thence via Langeland's mountains from where a fine view of small mountain — lakes and extensive mountain-fields where good ptarmigan hunting — to Førde. Further past Mo Agricultural School to Vassenden, along the Jølster Lake with a view of the Jostedal Glacier behind the Kjøsnes fjord, to Skei. Then through the Vaate Valley to Egge, the Breimsbygd to Reed on the Breims lake and to Sandane, where well—built and handsome farms, hilly forests and high mountains form the most beautiful frame round the Gloppen Fjord.

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Special tours by modern tourist cars.

Norheimsund's Automobillag

Sandvens Hotel

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Daily automobil route in the season from June 1

Km.							
	Dep.	Trengereid	*9.*15,	*10.*15,	*6.*00,	*8.*00
18	„	Tysse . . .		*10.*15,	*11,*15	
32	„	Nordheims.	*12.*00,	*1.*00,	*8.*30,	*11.*00
7	Arr.	Øystese . .	*12.*15,	*1.*15,	*8.*45,	*11.*15

Dep.	Norheims.	*6.*00,	*7.*00,	*3.*00,	*4.*30	
„	Tysse . . .		*7.*30,	*8,*30,	*4,*30	
Arr.	Trengereid	*8.*30,	*9,*30,	*5.*30,	*7.*50	

TELEPHONE: SANDVENS HOTEL *The autos start from the hotel.*

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Interkommunalt bilselskap. One of the most magnificent routes in the country.

Daily mail route *Otta—Vaage—Lom—Grotli, Grotli—Stryn—Loen Olden, Grotli—Geiranger, Otta—Røisheim—Elvesæter (Bøverdalen)*
The routes are in connection with trains and steamers.

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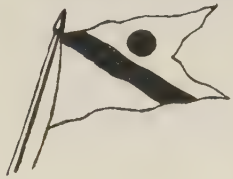

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Passengers must leave London (King's Cross) not later than the 9.50 a. m. train.

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From Oslo every Friday at noon.
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Telegrams: "Dekeyser"

Agents in Paris:

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Telegrams: "Bentoureb"

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Hamburg via Kiel to Oslo & vice versa

Only 6 hours i open sea
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Arrival at Oslo Monday morning.

Connecting trains start Friday night
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From Oslo every Saturday at 11 am.
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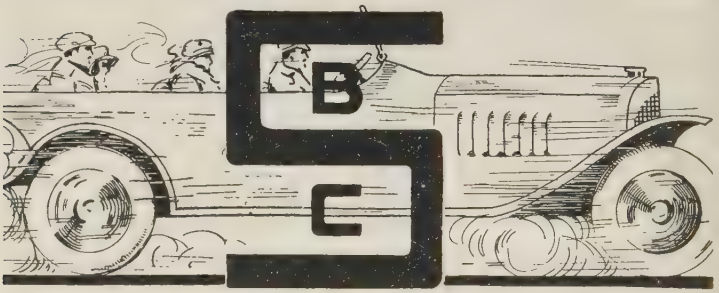
The steamers correspond with trains to and from Kiel.

Tickets at every Travel Bureau and at the agent in Hamburg, Mr. Rob. M. Sloman jr., Baumwall 3.
Telegr.addr. «Slomanjur».



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A/S Voss Automobil Company

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VOSS—ULVIK

Every day from June 1st

Km.					
	Dep. Voss	9 a. m.	11 a. m.	3.30 p. m.	6.10 p. m.
36	Arr. Stalheim . . .	10.40 a. m.	12.40 p. m.	5.10 p. m.	7.50 p. m.
	Dep. Stalheim . . .	9 a. m.	12 a. m.	3.30 p. m.	6 p. m.
	Arr. Voss	10.40 a. m.	1.40 p. m.	5.10 p. m.	7.40 p. m.

Km.					
	Dep. Voss	8.30 a. m.	11 a. m.	3.30 p. m.	6.10 p. m.
30	Arr. Eide	9.50 a. m.	12.20 p. m.	4.50 p. m.	7.30 p. m.
	Dep. Eide	9 a. m.	11 a. m.	3.30 p. m.	7 p. m.
	Arr. Voss	10.20 a. m.	12.20 p. m.	4.50 p. m.	8.20 p. m.

Km.		
	Dep. Voss	11 a. m.
44	Arr. Ulvik	1 p. m.
	Dep. Ulvik	3.30 p. m.
	Arr. Voss	5.30 p. m.

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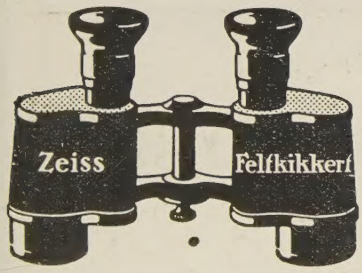

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